

# **selma** **general plan**

## **PART II**

### **Background Documents**



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# **1983**



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C I T Y   O F   S E L M A

GENERAL PLAN UPDATE

PART II

ENVIRONMENTAL ASSESSMENT

A Background Document for the  
General Plan and Master Plan

Prepared by:

Selma Planning Department  
and  
QUAD Consultants  
February, 1983

Adopted by Planning Commission Resolution No. 83-492  
Dated June 27, 1983

Adopted by City Council Resolution No. 2087  
Dated July 18, 1983

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# City of Selma

1814 TUCKER STREET  
SELMA, CALIFORNIA 93662

February 24, 1983

Department Planning

This background document provides support for the City of Selma's 1982 General Plan Update and related Environmental Impact Report. All available data that was determined to be relevant to the General Plan Update is either provided within this document or referenced in the appendix, pursuant to Section 15068.5 of the Public Resources Code.


This is an informational document that can serve the City's Environmental Impact Review Committee when making findings pursuant to the California Environmental Quality Act. As new information becomes available, this document should be revised.

Respectfully submitted,

KING PATRICK LEONARD, AICP  
Planning Director

KPL/ms





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## CHAPTER ONE

### INTRODUCTION

The periodic update of the general Plan provides the opportunity to make a comprehensive analysis of the man-made and natural components of the physical environment. In the past it has been customary to make these analyses on an Element by Element basis, each Element of the General Plan therefore, becoming a self-contained policy and background data document.

The integration of the California Environmental Quality Act's (CEQA) project review procedures at the local level have reduced the utility of this report and document format, especially in the preparation of environmental impact reports. It is most useful to have data on the environmental setting of the community under a single cover to permit comprehensive analysis. Indeed, the CEQA Guidelines and the state statutes governing the environmental review process, recognize the utility of such a document -- called a "Master Environmental Assessment" -- and provides enabling legislation (Section 15069.6 et seq) in the CEQA Guidelines for its preparation and use.

The decision-making needs of local legislators, planning officials, city staff and citizens have also changed the optimum format for General Plan documents. As local land development policies have become more sophisticated and complex, the need has arisen to make the General Plan land development policies and standards more comprehensible, integrated and amendable. It has therefore become common practice in many California communities to prepare a loose-leaf "policy document," excluding the background data.

The factors cited above have resulted in the severance of the "policy document" and the "background data document" portions of the Selma General Plan into separate documents; however, although separate, the General Plan and its component Elements are nevertheless composed of the policy and the background data documents.

#### Application and Usage

The background data document is a reference document for supporting the General Plan, and for the preparation of Initial Studies and environmental documents. As a background document for the General Plan, it documents existing conditions and trends upon which land development policies are formulated and presents the latest available useful data with which policy decisions are made. In its application to the environmental review process the document provides data that may be used to prepare required environmental reviews. It is in a format compatible with the "Environmental Checklist Form" used by the City and contained in Appendix I of the CEQA Guidelines. With few exceptions, each major subject category specified in the CEQA Guidelines is addressed in the document in the scope and format prescribed by the CEQA Guidelines.



## Scope

The background document contains all data required by the CEQA Guidelines, as amended through January, 1982, and the General Plan Guidelines, as amended through June, 1982. Where made possible by special studies commissioned by the City, more detailed data has been included. With the exception of the land use inventory prepared by the Selma Planning Department and the update of data from existing records, no data beyond that existing as of January, 1982 is included in the background document. A list of references used for each subject category is included in Appendix 1.

## Planning Area

Figure 1-1 shows the area subject to study. This "Planning Area" is coterminous with the urbanizing area boundary currently used by the City.

The Planning Area is larger than the sphere of influence boundary designated by the Fresno County Local Agency Formation Commission. Portions of land area in the southwest and northeast have been added to the Planning Area to permit the establishment of land use development policies in these areas of the community, due to their existing and future potential land use relationships to the City.

In response to future growth needs, the Planning Area has been expanded beyond the boundaries established in the 1973 General Plan (see Figure 1-1).

## Planning Area



## CHAPTER TWO

### EARTH

Selma is located in the San Joaquin Valley. Together with the Sacramento Valley to the north, it forms one of the distinct physical regions of the State. This region, called the Central Valley, an elongated trough between the Coast Range and the Sierra Nevada, is over 500 miles long and 55 miles wide. The Valley is enclosed by mountain ranges except for one opening into San Francisco Bay. Drainage for the Central Valley is provided by the Sacramento and San Joaquin water River systems which flow into San Francisco Bay.

Locally, the Valley floor in Fresno County is 50 to 60 miles in width and consists of two gentle alluvial slopes extending to the Fresno Slough. The Slough forms a low northwest-southeast trough which is the terminous of these east-west slopes.

From time to time water has flowed the length of the San Joaquin Valley; but, under normal conditions, the alluvial fans of the Kings River from the Sierra Nevada to the east and the Arroyo Pasajero to the west form a barrier against the northward flow of water from the Tulare Lake Basin.

#### A. SOILS

The soils of Fresno County are noted for being among the richest and most productive in the world. The combination of soils, climate, water, and the efforts of man combine to make this area one of the world's unique and most productive agricultural regions.

Capability. A basic understanding of soil characteristics is essential in order to understand both present and future patterns of land development and utilization. The Soil Conservation Service (SCS) groups soils into various classifications and sub-classifications. Capability classes, the most general classifications, indicate the soil's suitability for agricultural use, when irrigated.

The capability classes are designated by Roman Numerals I through VIII. The numerals indicate progressively greater limitations and narrower choices for agricultural use. They are defined as follows:

- CLASS I      Soils have few limitations that restrict their use;
- CLASS II     Soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices;
- CLASS III    Soils have severe limitations that reduce the choice of plants, require special conservation practices, or both;

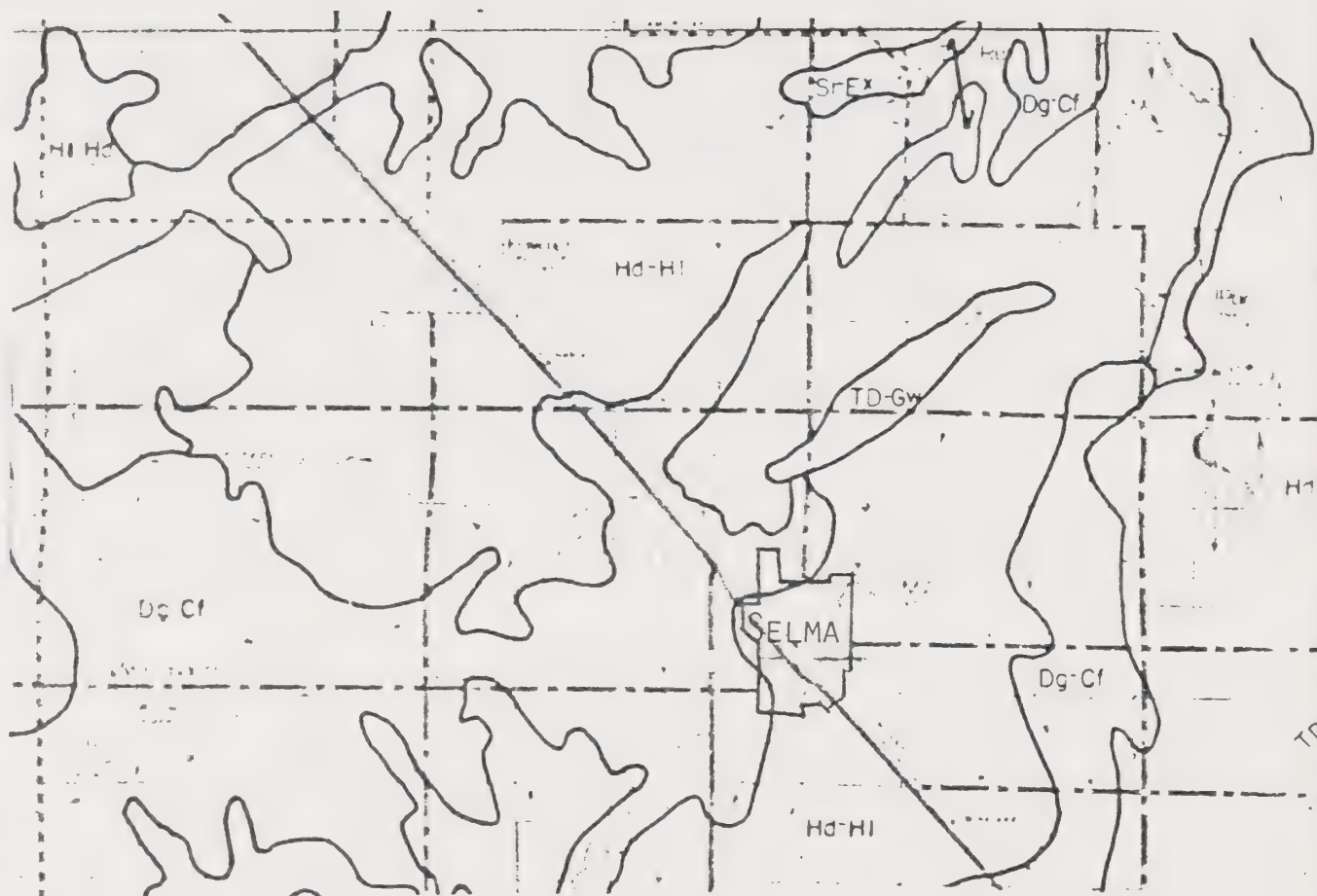
- CLASS IV     Soils have very severe limitations that reduce the choice of plants, require very careful management, or both;
- CLASS V     Soils are not likely to erode but have other limitations, impractical to remove, that limit their use largely to pasture, range, woodland, or wildlife;
- CLASS VI    Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture, range, woodland, or wildlife;
- CLASS VII   Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife;
- CLASS VIII   Soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife, water supply, or aesthetic purposes.

Figure 2-1 shows the capability classifications assigned to soils in the Selma Planning Area. Table 2-1 identifies the characteristics of these soils.

Characteristics. Soils within the Selma Planning Area include soils of the Hanford-Hesperia Association, the Delhi-Calhi Association and the Tujunga-Grangeville Association (see Figure 2-2). The SCS describes the Hanford-Hesperia Association as "deep to very deep, well to moderately drained, level soils" and the Delhi-Calhi and Tujunga-Grangeville Association as being "moderately deep to very deep, somewhat excessively drained, level to very steep." The 1971 Soil Survey of the Eastern Fresno Area, California describes these local associations as a composite association--the Hanford-Delhi-Hesperia Association-- as follows:

The Hanford, Delhi, and Hesperia soils each make up slightly less than one-third of the association; the remainder is made up of Dello and Tujunga soils. The slope of the young fan is 4 to 10 feet per mile in a southwest direction from Selma. The remnants of at least four large, dry channelways dissect this soil association. They are part of a former flood distributary system of the Kings River. Parts of these remnants are filled with coarse sandy alluvium. Wind deposited material has blocked unfilled parts of these channelways and formed closed depressions. Other depressions were formed by wind scouring. In large areas the wind has piled the sandy soil material into undulating or rolling relief. The soils in this association, although generally somewhat excessively well drained, have poor drainage in the depressional areas.

In this association the areas of Hanford and Hesperia soils are laid down by streams in a southwesterly direction; the Delhi and Dello soils, laid down by wind in a northwest to southeast direction, occur in a rough checkerboard pattern.



#### ASSOCIATION

TD-Gw: TUJUNGA-GRANGEVILLE

HD-HL: HANFORD-HEPERIA

DG-CF: DELHI-CALHI

SOURCE: U.S. SOIL CONSERVATION SERVICE



TABLE 2-1

## SOIL CHARACTERISTICS

Association/Type	Limitations due to					
	Capability Unit	Shrink- Swell	Septic Tank Field	Steel Pipe	Road Location	Soil Pressure
Hanford-Hesperia						
Hanford Hesperia	I	Low	Slight	Low	Slight	Moderate
	I	Low	Slight	Low	Slight	Moderate
Delhi-Calhi						
Delhi Calhi	III	Low	Severe	Low	Slight	Severe
	III	Low	Severe	Low	Slight	Severe
Tujunga-Grangeville						
Tujunga Grangeville	III	Low	Severe	Low	Severe	Severe
	II	Low	Severe	Low	Severe	Severe

---

Source: Huntington, Gordon. Soil Survey of the Eastern Fresno Area.



The Hanford soils are mainly light brownish gray, and have a surface layer of sandy loam or fine sandy loam. They overlie unconforming compact layers of light gray silt or silt loam at a depth of 2 to 4 feet. The compact layers do not seriously restrict penetration of roots and water. The largest areas are made up of Hanford soils that have a silty substratum. Crossing these areas in a southwesterly direction are deep, narrow areas of Hanford coarse sandy loam and of Tujunga loamy sand.

The Delhi soils are deep, pale-brown, neutral sand of loamy sand that in places overlie a compact silty layer at a depth of more than 3 feet. Their water-holding capacity is low. The Dello soils occupy the depressional areas and have a surface layer of grayish-brown, neutral loamy sand. The wind-formed patterns are not so strongly developed in areas east of U.S. Highway 99 as in other parts of the association. Saline-alkali affected areas of the Hesperia and Dello soils are near the basin rim in the western part of the association.

The Hesperia soils are similar to Hanford soils, but they have a subsurface layer that is slightly to moderately calcareous and overlies compact silty material. Most of the Hesperia soils are in the lower, western part of the fans, and some are saline-alkali affected but can easily be reclaimed. The areas are crossed by deep, narrow, coarser textured Hanford and Tujunga soils and by winding areas of Hesperia coarse sandy loam.

Most areas of this association are used to grow table and raisin grapes and tree fruit crops such as peaches and plums. Orchards are scattered over the eastern two-thirds of the association, and they are surrounded by extensive vineyards from which grapes are harvested for raisins or for crushing. Delhi and Tujunga soils are used for raisin grape vineyards. Cotton, alfalfa, and field corn are grown in the western part of the association.

## B. TOPOGRAPHY

The topography of the Selma area is generally flat and without prominent natural features. Within the planning area, a number of depressions, the largest of which forms Rockwell Pond, compose the only relief to an otherwise level appearance. Freeway 99 is the dominant man-made feature in the area, running northwest to southeast, parallel to the Southern Pacific Railroad which diagonally bisects the urban portion of the Planning Area. The general elevation is 305 feet above sea level and drainage is toward the southwest at an average .001 rate of grade.

## C. GEOLOGY AND GEOLOGIC HAZARDS

Structurally, the Valley is a westward continuation of the sloping Sierra Nevada block until it reaches the edge of the Coast Range. This structural depression has gradually filled with waterborne sediments washed from the eroding mountains. Huge alluvial fans stretch more than halfway across the Valley from the east and are so numerous that they are nearly indistinguishable, forming a continuous alluvial piedmont. The greater part of the alluvial deposition has come from the Sierra Nevada, which receives much more precipitation



than the Coast Range. As a result, the Valley slopes farther and more gradually from the Sierra Nevada to its low point on the west side of the Valley.

There are no active faults within or immediately adjacent to Selma. Consequently, ground rupture due to surface faulting is not a hazard. There are, however, several faults in the vicinity of the Planning Area that are considered active, and could generate strong earth shaking should movement occur on them. The location of major active faults within central California is shown in Figure 2-3. Based on the seismicity of the San Andreas fault and its proximity to the Selma area (65 miles), this fault has the greatest potential for causing earthquake damage to typical types of structures built in Selma. An 8+ Richter magnitude earthquake along the San Andreas fault would create the following ground-motion characteristics:

<u>Maximum Ground Acceleration (Gravity)</u>	<u>Predominant Period (Seconds)</u>	<u>Approximate Duration of "Strong" Shaking (Seconds)</u>
0.13	0.2-0.4	30

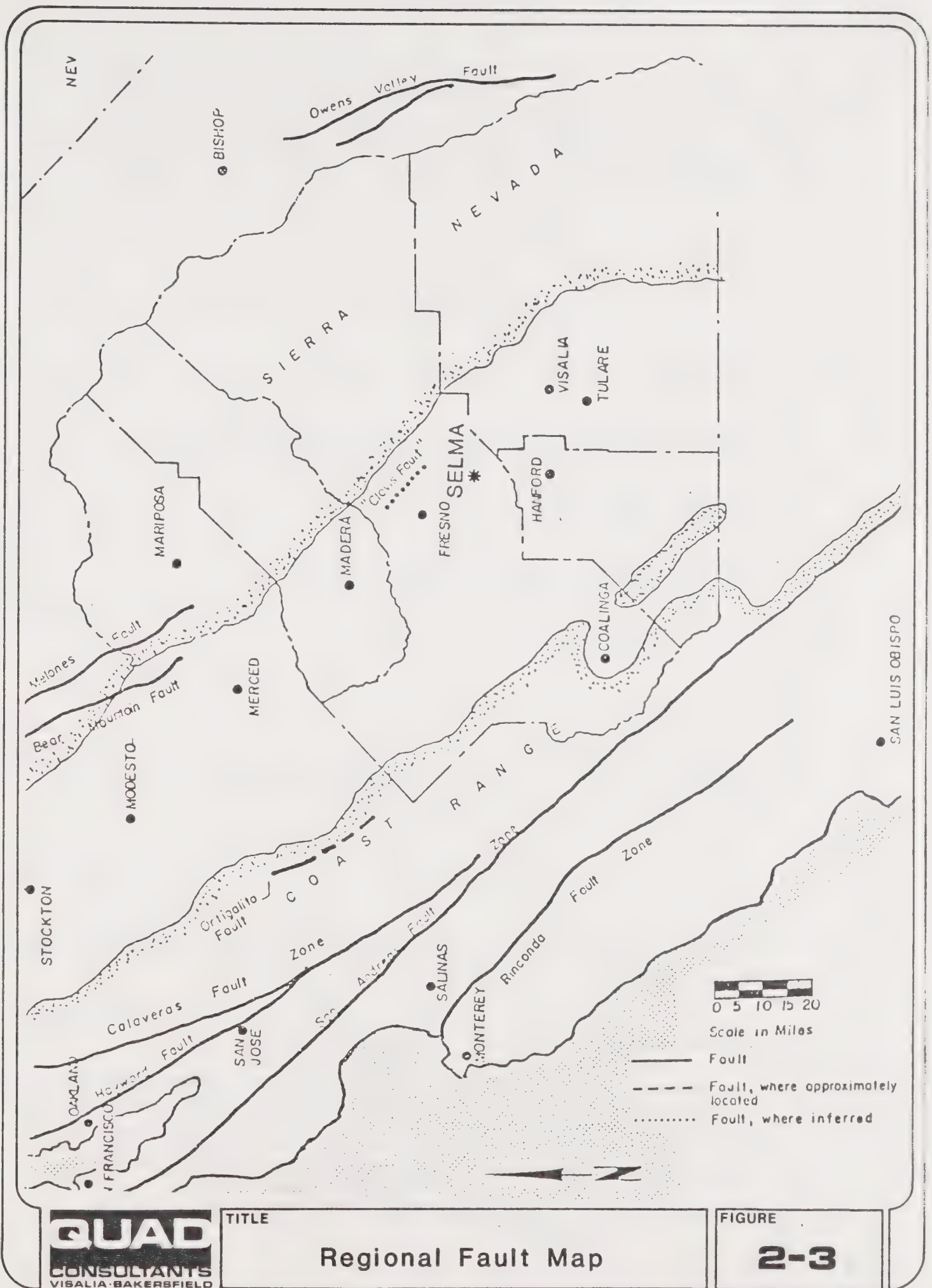
Liquefaction, a sudden loss in strength of a saturated, cohesionless soil (usually sand), caused by shock or strain, is not considered a potential problem within the Selma area for the following reasons: 1) the expected maximum ground surface accelerations in the area are too low to produce the shock necessary to initiate liquefaction; 2) groundwater levels are often greater than 20 to 30 feet from the surface and consequently soils are not saturated; and 3) the soils and subsurface units are too coarse to be conducive to liquefaction.

The Five County Seismic Safety Element designates Selma to be within safety zone V-1 (Valley Zone 1), described below.

Zone V-1 includes most of the eastern San Joaquin Valley, and is characterized by a relatively thin section of sedimentary rock overlying a granitic basement. Amplification of shaking that would affect low to medium-rise structures is relatively high, but the distance to either of the faults that are the expected sources of the shaking is sufficiently great that the effects should be minimal. The requirements of Zone II of the Uniform Building Code should be adequate for normal facilities.

The following safety planning recommendations were made for communities within Safety Zone V-1.

- o Adoption of Seismic Safety Element by each City and County (Gov. Code Sec. 65302 (f));
- o Integrate Seismic Element with other General Plan elements;
- o Develop a Safety Element of the General Plan (Gov. Code Sec. 65302.1);



- o Develop an earthquake disaster plan;
- o Establish an emergency services program;
- o Identify emergency procedures for public and private utility districts;
- o Establish evacuation routes in cities and counties;
- o Review dam safety;
- o Establish a public relations and education program to create community awareness;
- o Establish a seismic safety review committee and monitoring program;
- o Require consideration of seismic and secondary hazard aspects in the Environmental Impact Assessment process;
- o Require consideration of seismic aspects in the environmental impact reporting process;
- o Develop subdivision and zoning ordinance review procedures to include seismic safety considerations.

The following recommendation for site investigations and safety code enforcement were made in the Element:

- o Inventory any subsidence/settlement characteristics;
- o Inventory areas subject to flooding, if any;
- o Adopt Chapter 70 of the Uniform Building Code and provide qualified engineering geologist;
- o Maintain building code enforcement program;
- o Maintain inspection program of old and new unreinforced masonry structures;
- o Review existing unreinforced masonry structures and abate them by condemnation procedures or dangerous-building control ordinance;
- o Require dynamic structural analysis of critical facilities more than four stories in height;
- o Require instrumentation program for buildings over six stories having at least 60,000 feet of floor area, and all buildings over ten stories;
- o Review critical facilities constructed prior to 1948;
- o Enforce Uniform Building Code for normal facilities;



- o Enforce Uniform Building Code zone requirements for critical facilities with careful attention to lateral force movement;
- o Require mechanical and electrical equipment to be designed to tolerate lateral seismic forces equal to 20 percent of dead load.

## CHAPTER THREE

### AIR

#### A. CLIMATE

The climate of the Selma area is semi-arid, with long hot dry summers and mild winters. Summer temperatures range between daytime highs of 100°F and nighttime lows of 65°F. Winter temperatures generally range from 35°F to 50°F. Rainfall averages 11.14 inches annually, most of which falls between November and April. Prevailing winds are from the northwest at mean speeds of 6.1 miles per hour.

#### B. QUALITY

Selma is located within the San Joaquin Valley Air Basin. The existing climatic and air quality conditions in the Planning Area are described in detail in the Fresno County Air Quality Maintenance Plan (AQMP) and Non-attainment Air Plan (1978). A brief summary of data contained in that document is provided below.

The San Joaquin Valley has ample sunlight, necessary for the formation of photochemical oxidants ("smog"), as well as slow winds which lead to a high potential for air contaminant build-up. Because the Valley is bounded by mountains, inversion layers easily form and often restrict vertical mixing of air masses. During periods of prolonged inversion and high temperatures little air mixing occurs, resulting in elevated pollutant concentrations. As a consequence, air in the Planning Area does not meet the National Ambient Air Quality Standards for ozone and total suspended particulates (TSP).

The primary source of air pollution in the Planning Area is motor vehicle exhaust emissions, especially unburned hydrocarbons, which are the primary element in the formation of "smog." Agriculture contributes 33 percent of particulate matter. Sources of pollutants are listed below.

### Area Sources

Agriculture Burning  
Asphalt Roofing  
Bakeries  
Building Coatings  
Chemical Plants  
Consumer/Comm. Solvent  
Degreasing  
Dry Cleaning  
Fuel Combustion  
Graphic Arts  
Incinerators  
Other Waste Burning  
Pesticides  
Petroleum Marketing  
Petroleum Transfer  
Road Construction  
Solvent Disposal  
Surface Coatings  
Wineries  
Wood Processing

### Stationary Sources

Chemicals  
Food/Agriculture  
Minerals  
Petroleum Production  
Wood

### Mobile Sources

Aircraft  
Railroad  
Off-Road Vehicles  
On-Road Vehicles

The 1978 Non-Attainment Plan for Fresno County requires various control measures to be implemented to show attainment of the Federal and State air quality standards by 1987. This plan is required to be updated in 1982.



## CHAPTER FOUR

### WATER

#### A. FLOODING

Selma is not located within the designated flood plain of a water-course. Localized flooding has, however, been experienced within the older portions of the City.

#### B. IRRIGATION

Three Consolidated Irrigation District (CID) irrigation channels are located within the area: the Fowler-Switch canal, the Walnut ditch and the Selma Branch of the Centerville and Kingsburg canal (see Figure 4-1). The flow of water within these channels is controlled by CID.

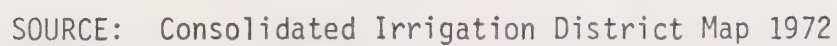
#### C. GROUNDWATER

Supply and Use. The Selma area, like most of the San Joaquin Valley, is underlain by a large body of fresh groundwater suitable for domestic use. Valley cities and innumerable public and private concerns, draw upon this groundwater reservoir to supply domestic and industrial needs, and to supplement surface flows for irrigation.

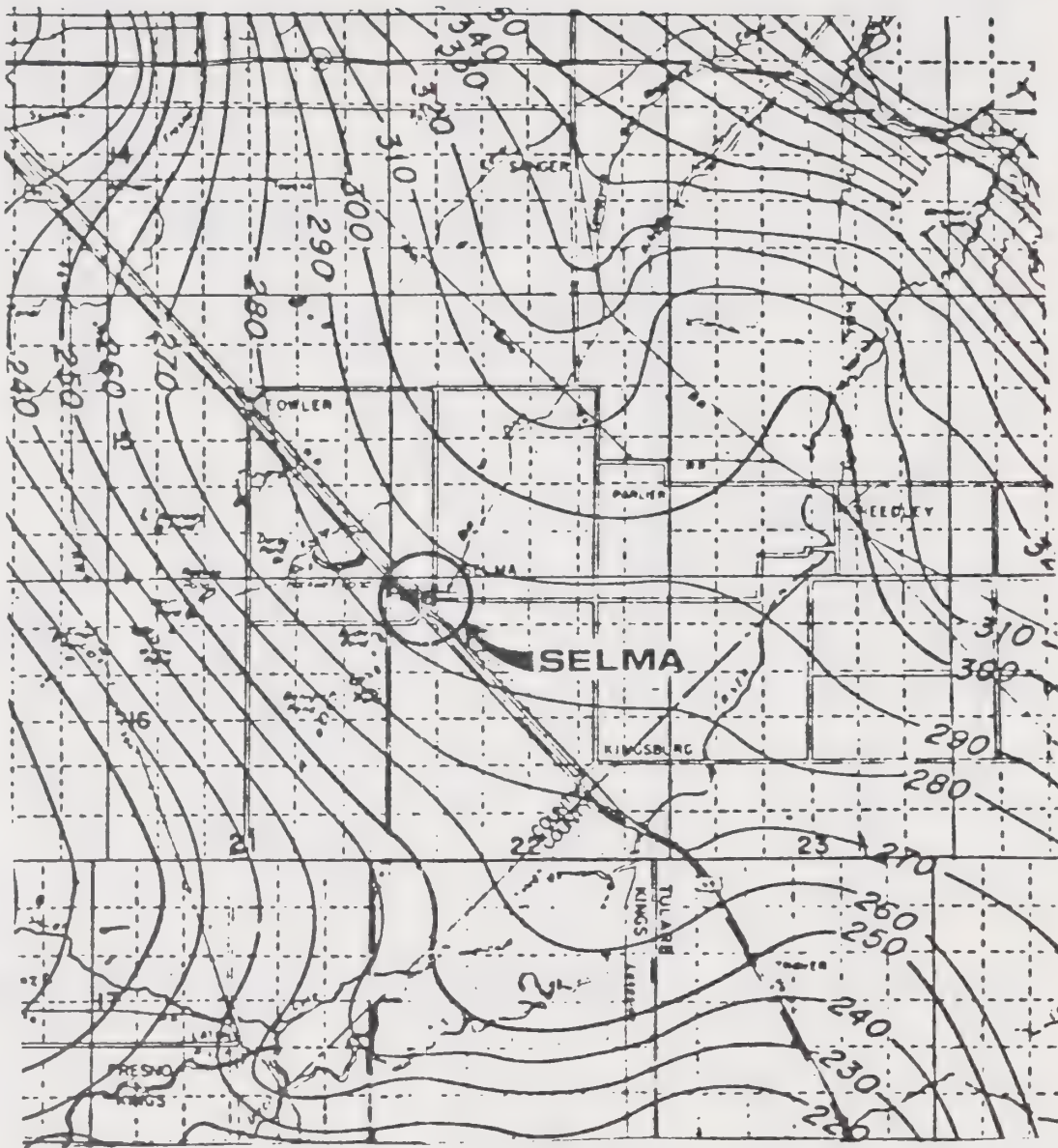
The groundwater map shown on Figure 4-2 is an adaptation of a map prepared and published twice yearly by the California State Department of Water Resources. The groundwater body beneath the Planning Area is unconfined and, as shown on Figure 4-2, its surface slopes toward the southwest, indicating that the movement of water within the groundwater basin is from the northeast to the southwest.

Fresno County has several distinct aquifers: 1) the unconfined and semi-confined fresh water which occurs in alluvial deposits of Recent and Pleistocene Epoch overlying the Corcoran clay (upper aquifer); 2) the fresh water confined beneath the Corcoran clay in alluvial and lacustrine deposits of late Pleistocene age (lower aquifer); and 3) a body of saline connate water contained in marine sediments of middle Pleistocene or older age. In addition to the above water bodies, a perched or semi-perched water body may exist above any of the numerous clay layers within the County.

The natural supply of water to the San Joaquin Valley, in general, is less than the amount used. This results in a steady overdraft from the groundwater basin, accelerated in dry years, which produces a declining groundwater table height. The Consolidated Irrigation District has some 80 observation wells throughout their District which are observed on the first of the month. The yearly average depth to groundwater for this typical well is plotted to show the variation in groundwater elevation during a 28-year period (see Figure 4-3). Examination of this Figure shows that the groundwater elevation in this area has decreased by four feet during the past 28 years.

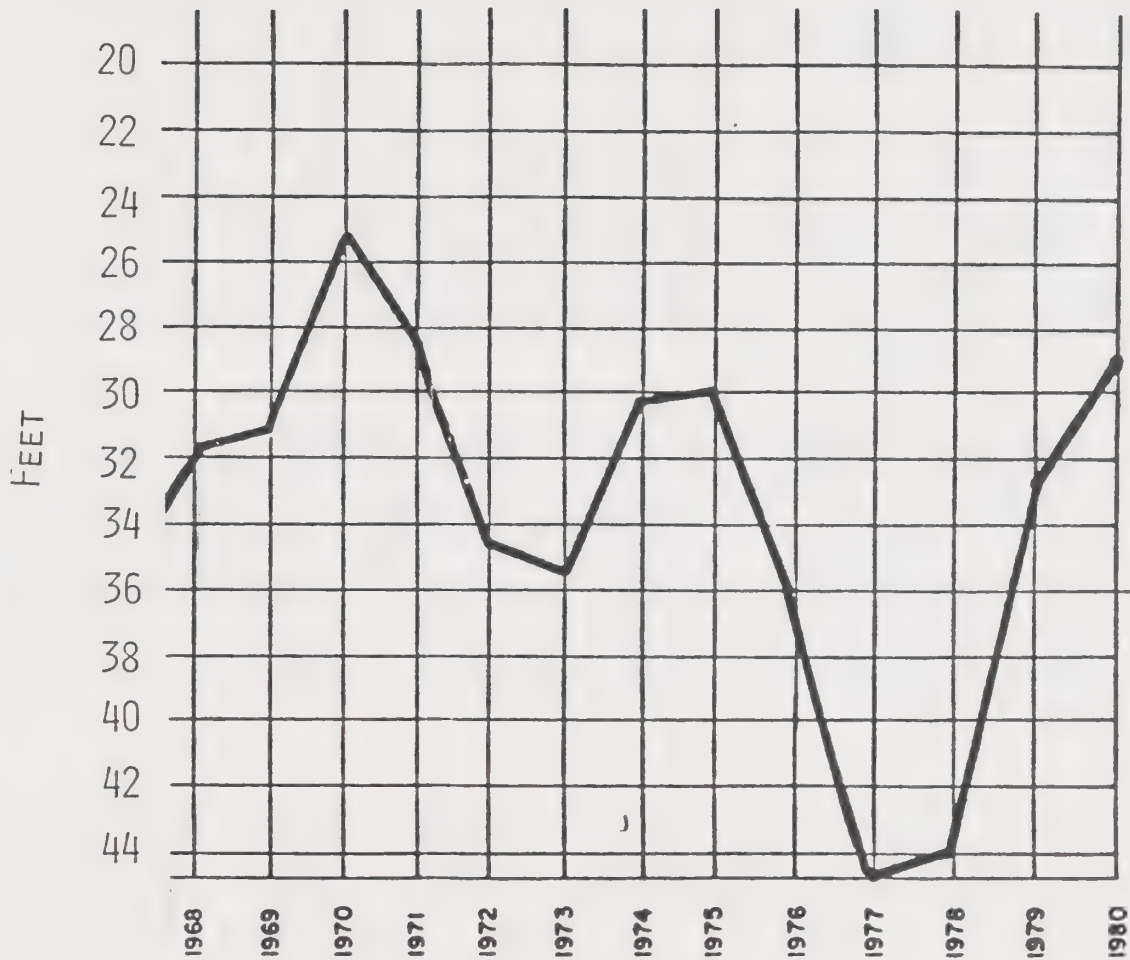






SOURCE: MCGLOSSON AND ASSOCIATES





SOURCE: MCGLASSON AND ASSOCIATES

The natural source of groundwater in the San Joaquin Valley is precipitation on the Valley floor and on the adjacent mountain slopes which drain into streams flowing out onto the Valley. The principal replenishment is by percolation through permeable materials which line the canyons and stream beds around the edges of the Valley; by seepage from streams out on the Valley floor; to a large degree, by seepage from irrigation canals; and by deep penetration of water applied for irrigation purposes. Rainfall on the Valley floor makes only a small contribution.

There have been efforts in past years to reduce the amount of overdraft from the groundwater basin by importation of supplemental supplies, as well as by conservation measures. The Friant-Kern Canal, located on the east side of the Valley, and the San Luis Project, along the west side, both units of the U.S. Bureau of Reclamation Central Valley Project, are designed to reduce the amount of groundwater being extracted from the basin by delivery of surface fresh water supplies from "water surplus" areas to supplement existing groundwater supplies.

The Consolidated Irrigation District has a contract with the Bureau of Reclamation whereby excess water is purchased during years of high or above average flow and diverted during the winter and spring months into a system of recharge basins scattered throughout the District to help replenish the underground supply. This practice has reduced the severity of overdraft conditions. The results of this replenishment are easily seen on Figure 4-3; the periods of time when the recharge operation was in effect (1968-71, 1973-75 and 1979-81) show a marked reduction in the rate of decrease in the groundwater elevation.

The movement of groundwater in the Valley is, in general, from the more permeable areas along the eastern side of the Valley, much of which is irrigated by surface water diverted from streams, toward the central and western portions of the Valley. Heavy pumping to supply irrigation demands along the west side of the Valley results in the movement of groundwater in that direction. This movement is continuing at the present time, even though the overdraft on the west side has been greatly reduced by the San Luis and State Water Projects. A significant time lag will be required before the full impact of conservation projects, as well as the efforts of Consolidated Irrigation District and other similar agencies, on the groundwater elevation decline will be realized.

It is essential that both public and private organizations interested in the water supply of the Central Valley area recognize that each and every entity should do everything within its power to conserve water in every reasonable way, and to protect and preserve the area's groundwater for future generations. During the past few years, major steps have been taken toward long-range protection of the groundwater's elevation as described above.

#### D. GROUNDWATER QUALITY

Groundwater quality in Selma must be addressed on a County-wide basis to understand its causes and effects. Fresno County has

traditionally had high quality surface and groundwater. The source of these waters has been from precipitation in the Sierra Nevada and Coast Range. On the east side of the Valley, the Sierra Nevada provides abundant waters from eastward moving storms. However, a natural cycle of water degradation is part of the ecology of the County. As water flows out of the mountains and foothills to the Valley trough, it picks up impurities and declines in quality. This produces water which contains dissolved minerals, salts, and solids. Also, the local system of canals which utilize surface waters for irrigation along the Valley slopes adds greatly to the impurities contained in waters.

Figure 4-4 depicts the salinity of soils in the Westside of the County and indicates where poor quality surface and unconfined groundwaters are located. The Figure reflects the higher salinity concentrations in the western portion of the County resulting from accumulation of salts in the surface runoff. The salt concentration in and around Selma is estimated to be less than 25 tons per acre.

In addition to these "salts," such as chloride, sulfate, bicarbonate, calcium, magnesium, and potassium, a number of other pollutants effect water quality. These include suspended solids (sediment), organic materials, toxic chemicals, heavy metals, and disease carrying organisms. Water affected by these materials is degraded through changes in taste and odor, the growth of plants, such as algae, a decrease in available oxygen for plants and fish, and loss of clarity. These impurities and organisms also increase health hazards. County water has been steadily decreasing in quality but is considered good by U.S. Public Health Service standards.

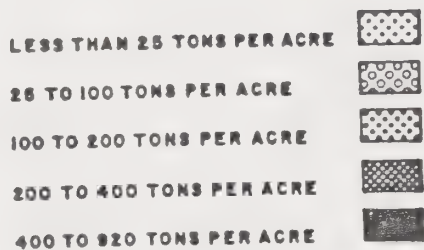
Major sources of water pollution in the County include the following:

Nature. The natural action of water on surface or subsurface materials causes solids to be dissolved (salts) or suspended (sediment or nutrients) into watercourses, surface or subsurface water bodies. This is the primary source of water quality degradation.

Agriculture. Irrigation of crops allows water to be partly evaporated into the atmosphere or absorbed into plants. This leaves a residue of salts and nutrients near the soil's surface which can be leached into the groundwater. A large portion of the applied water is already saline and therefore causes greater salt accumulations. Animal waste generated by feed lots, dairies, and other intensive livestock operations, are high in biochemical oxygen demand (BOD), nitrogenous compounds, total dissolved solids, suspended matter, and biological organism, and may potentially contaminate the groundwater supply if untreated. While the potential for such future wastewater problems exist, the Selma Planning Area is not included in a designated "problem area", present and future, by the Department of Water Resources.

Urban Uses. Wastes from urban type uses generate pollutants including nitrates, salts, sediment, and organic and chemical contaminants. These occur primarily from sewage treatment plants,





NOTE: TOTAL SOLUBLE SALT IN  
UPPER TWENTY FEET OF SOIL

SOURCE: CALIFORNIA DEPARTMENT OF WATER  
RESOURCES



septic tanks, roadway runoff, and construction. Also, untreated human liquid wastes carry organisms which can communicate disease.

Industrial Uses. The major industrial water quality problem Countywide results from oil and natural gas extraction, and mining. Oil field operation involves wastewater disposal and potential oil spills, which can effect both surface and groundwater supplies. Contaminants from mining include surface flow or percolation of runoff waters at mine sites where local water has come in contact with various ores, such as mercury, copper, and asbestos. Sand and gravel extraction also contributes sediment to surface water. Such contaminants have been measured in trace amounts in the Selma Planning Area.

Solid Waste. Many disposal sites in the County are located in flood plain areas and can potentially pollute surface and groundwaters. This is not now considered a serious hazard because of the limited rainfall and surface flow in the County where these sites are located. Locally, absence of flooding reduces the potential for groundwater degradation possibly attributable to this source.

## CHAPTER FIVE

### PLANT LIFE

#### A. NATIVE VEGETATION

Grassland vegetation once dominated the native plant community on the valley floor of Fresno County. Important genera of such grasses include Bromus, Festuca and Avena. However, most of this native grassland has been replaced by agricultural crops and ornamental plants.

No rare or endangered species of vegetation are reported to be in the Selma Quadrangle according to the California Natural Diversity Data Base maintained by the California Department of Fish and Game.

#### B. AGRICULTURE

Approximately 8,890 acres (87 percent) of the land within the Selma Planning Area is in agricultural use; over 60 percent of the agricultural land area is comprised of Class I and Class II "prime" soils. The principal crops grown in the area include grapes, plums, nectarines and peaches. These crops, for the most part, are grown on small, family-owned and operated farms ranging in size from five to forty acres.



## CHAPTER SIX

### ANIMAL LIFE

No rare or endangered species of wildlife are reported in the Selma Planning Area, according to the California Natural Diversity Data Base.

## CHAPTER SEVEN

### NOISE

#### A. SOURCES

Industrial land uses in Selma are generally located in a linear strip between Freeway 99 and Golden State Boulevard. These two transportation corridors are major noise generators in the community. Parallel to, and north of Golden State Boulevard, is the Southern Pacific Transportation Company mainline railroad, another major noise generator. Commercial land uses are concentrated near Freeway 99 and Golden State Boulevard, and in the Central Business District bounded by Arrants Street, McCall Avenue, and Golden State Boulevard. Such uses, while they do not generate significant noise, create vehicular traffic, the most significant cause of noise in the Planning Area.

Table 7-1 shows the composite, ambient daytime noise levels at the sensitive receptors. These sites are depicted on Figure 7-1, along with the contours of those noise generators which are presently known.

#### B. POLICIES AND STANDARDS

The proposed Fresno County Model Community Noise Control Ordinance limits the daytime  $L_{50}$  (1) noise level to 50 dBA (2) for residential areas. Stationary generators creating greater noise levels than  $L_{50}$  dBA are possible problems in the community. Careful land use planning should be done so that existing industrial sites do not become problems in the future.

Different land uses may tolerate different levels of noise. Industrial parks, for example, can tolerate a great deal more noise than can residential neighborhoods. Some land uses are virtually unaffected by noise, while other land uses are extremely sensitive to it. Land uses can be divided into four categories of noise sensitivity. They are listed below along with their characteristics, and examples of land use types in each category.

1. Insensitive Land Uses--The noise level does not affect the successful operation of the particular activity. A wide variety of uses can be included in this category, including public utilities, transportation systems, and other noise-related uses.

---

(1)  $L_{50}$  refers to the level of noise that is exceeded 50% of the time.

(2) dBA refers to decibel level of noise as measured on a sound meter using the "A" scale. The "A" scale is a scale used to describe the impact of sound on the human ear.

TABLE 7-1

## AMBIENT NOISE LEVELS

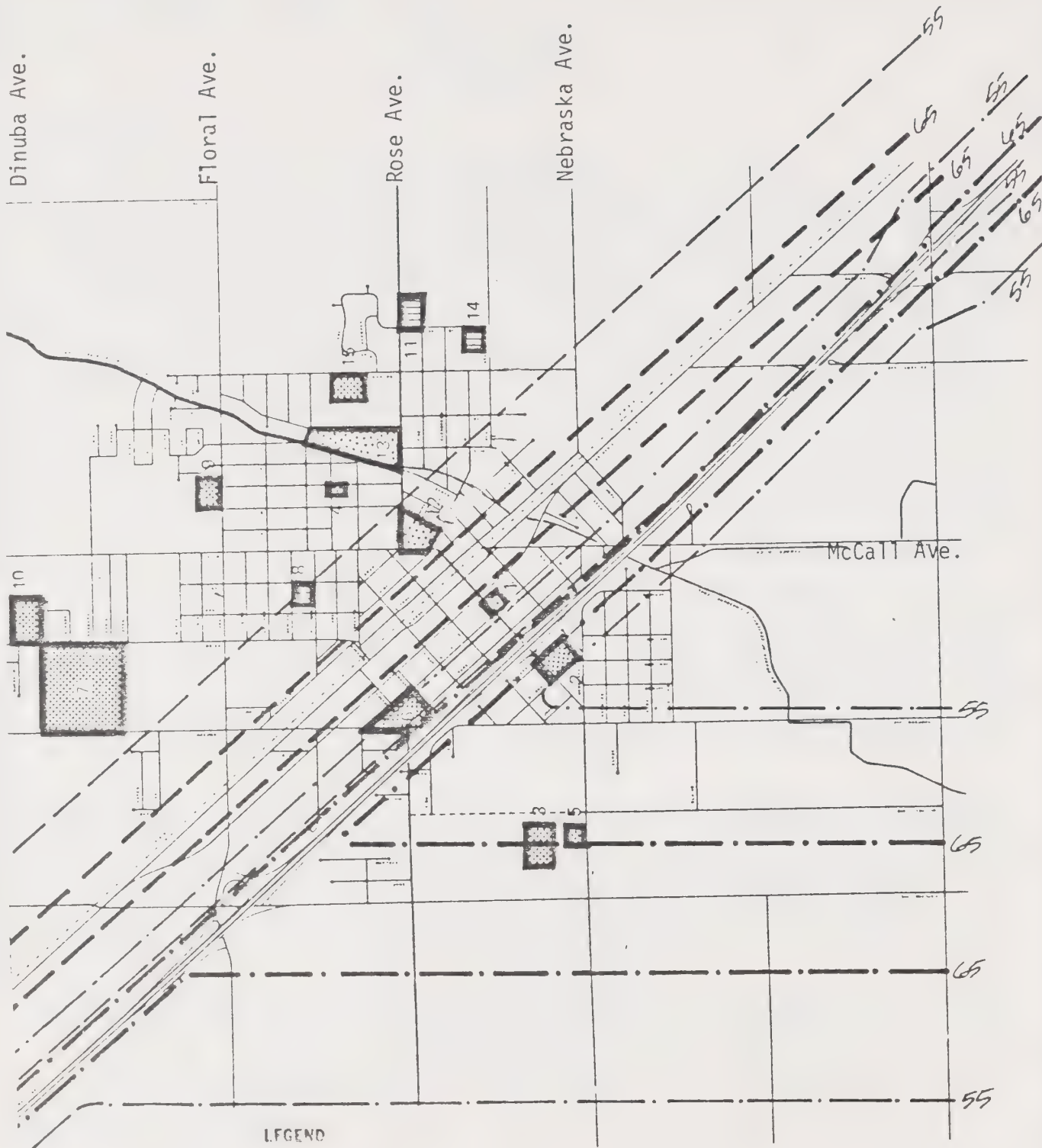
dB(A)

<u>No.</u>	<u>Land Use</u>	<u>Location</u>	<u>Date</u>	<u>L<sub>10</sub></u>	<u>L<sub>50</sub></u>	<u>Comments</u>
1	Berry Park	Sylvia & 2nd	6/10/74	64.0	59.4	
2	Washington School	Bauder & 2nd	6/10/74	69.6	59.3	
3	Eric White School	Mitchell and Nebraska	6/20/74	59.4	49.2	
4	Garfield School	Tulare & "B"	6/10/74	54.4	47.0	
5	Peter Ringo Park	Mitchell and Nebraska	6/18/74	64.1	56.9	
6	Jefferson School	Sylvia and Thompson	6/18/74	66.4	58.4	
7	Selma High School	Wright and Jackson	6/18/74	58.1	49.0	
8	Selma Convalescent Home	Stillman & Lee	6/18/74	55.2	48.7	Compressor
9	Roosevelt School	Floral & "B"	6/18/74	63.8	54.8	
10	Jackson School	Wright and Huntsman	6/18/74	56.6	49.6	Children
11	Selma Hospital	Rose and Country Club	6/18/74	59.1	54.1	Windy
12	Lincoln Park	Selma & Cross	6/20/74	58.7	54.2	
13	Brentlinger Park	Rose & Olive	6/20/74	52.6	46.7	Church Bells
14	Bethel Lutheran Home	Dockery and Evergreen	6/20/74	54.0	45.0	
15	Wilson School	Dockery and Stillman	6/20/74	54.9	46.4	

---

Source: Selma General Plan, Noise Element, 1973





Examples of Insensitive Land Uses are as follows:

Agriculture	Parking Lots
Construction Yards	Raceways & Drag Strips
Forestry	Railways & Terminals
Horticulture	Rifle Ranges
Industrial Manufacturing	Transit Systems and terminals
Liquid & Solid Waste Facilities	Undeveloped Land
Livestock Farms	Warehousing and Utilities
Mining & Extraction	Water Areas
	Wrecking & Salvage Yards

2. Moderately-Sensitive Land Uses--Some degree of noise control must be present if these activities are to be successfully carried out. Included here are general business and recreational uses.

Examples of Moderately Sensitive Land Uses are as follows:

Athletic Clubs	Lodges, Community
Country Clubs	Associations
Equestrian Clubs	Professional Offices
General Merchandising	Recreational Vehicle Parks
Golf Courses and Driving Ranges	Restaurants & bars
Government Services	Scientific Testing
	Tennis Clubs

3. Sensitive Uses--Lack of noise control will result in many of the negative effects described. This category primarily contains residential uses.

Examples of Sensitive Land Uses are as follows:

Cemeteries	Out-Patient Clinics
Dormitories	Preschools
Hotels	Professional Research
Mobilehome Parks	Resort Hotels
Motels	Single-family dwellings (attached)
Multi-family dwellings (high rise)	Single-family dwellings (detached)
Multi-family dwellings (low rise)	

4. Highly-Sensitive Uses--A high degree of noise control is necessary for the successful operation of these activities. Examples include hospitals and churches.

Examples of Highly Sensitive Land Use are as follows:

Auditoriums	Educational Facilities
Churches	Hospitals
Concert Halls	Single-family dwellings (rural)
Convalescent Homes	Wildlife Sanctuaries

Table 7-2 shows the recommended maximum ambient noise levels for each land use type.

TABLE 7-2  
CITY OF SELMA  
RECOMMENDED MAXIMUM AMBIENT NOISE LEVEL

LAND USE CATEGORY	Noise Level dBA		
	Day	Night	L <sub>dn</sub>
Insensitive Uses	60	55	70
Moderately Sensitive Uses	55	50	65
Sensitive Uses	50	40	55
Highly Sensitive Uses	45	40	50

Source: Office of Noise Control, State Department of Health, 1976.

To meet these goals the Fresno County Health Department recommends the following policies:

1. To prohibit exterior noise levels from exceeding the specified units in each Noise Zone for the time periods specified:

Noise Zone	Type of Land Use	Time Interval	Allowable Exterior Noise Level
I	Single or two family residential dwellings (R-1 & R-2)	10 p.m. to 7 a.m.	45 dBA
		7 a.m. to 10 p.m.	
II	Single, or multiple family dwellings (R-1, R-2, & R-4)	10 p.m. to 7 a.m.	50 dBA
		7 a.m. to 10 p.m.	55 dBA
III	Commercial, C-1, C-2, (C-3, C-H, and R-O Zones)	10 p.m. to 7 a.m.	60 dBA
		7 a.m. to 10 p.m.	65 dBA
IV	Industrial or manufacturing M-1, M-2, M-1-X Zones	Anytime	70 dBA

or for exterior noise levels to exceed:

- a. The noise standard for a cumulative period of more than thirty minutes in any hour; or
- b. The noise standard plus 5 dBA for a cumulative period of more than fifteen minutes in any hour; or



- c. The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour; or
  - d. The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
  - e. The noise standard plus 20 dBA for any period of time.
2. To prohibit the allowable interior noise level of residential land uses to exceed:

45 dBA	from 10 p.m. to 7 a.m.
55 dBA	from 7 a.m. to 10 p.m.

or, for the interior noise level to exceed:

- a. The noise standard for a cumulative period of more than five (5) minutes in any hour; or
- b. The noise standard plus five (5) dBA for a cumulative period of more than one (1) minute in any hour; or
- c. The noise standard plus (10) dBA for any period of time.

## CHAPTER EIGHT

### LIGHT AND GLARE

A few non-conforming flashing or blinking signs remain in the City. However, these are gradually being eliminated in the development review process.

There are no other identified sources of excessive light and glare in Selma. Bright or distracting light and glare should be directed away from major roads, State Highway 99, and residential areas.

## CHAPTER NINE

### LAND USE

Land use in the City, and nearby unincorporated urban areas within the Planning Area, are described in detail below. Table 9-1 summarizes existing land use within the Planning Area.

TABLE 9-1  
SELMA PLANNING AREA LAND USE  
(Acres)

<u>Land Use</u>	<u>Incorporated</u>	<u>Unincorporated</u>	<u>Total Planning Area</u>
Residential	597.3	248.5	845.8
Single-family	503.0	208.7	711.7
Multi-family	94.3	39.8	134.1
Commercial	88.5	14.5	103.0
Retail	69.1	6.0	75.1
Wholesale	1.6	1.6	3.2
Office	17.8	6.9	24.7
Public Facilities	186.7	3.6	190.3
Hospital/Health Care	8.4	-	8.4
School	123.5	-	123.5
Other	54.8	3.6	58.4
Industrial	42.3	38.1	80.4
Transportation, Utilities	480.3	291.9	772.2
Park	56.3	5.5	61.8
Agriculture	314.4	3,416.5	3,730.9
Vacant	<u>248.1</u>	<u>372.4</u>	<u>620.5</u>
Total	2,886.4	4,657.6	7,544.0

---

Source: Selma City Planning Department, June, 1982.

#### A. RESIDENTIAL

There are basically two concentrations of residential uses in Selma, with smaller, low-density residential uses around them: one is the older, and generally poorer, section to the southwest of downtown; the other is the larger and newer area northeast of the railroad tracks. The major direction of growth in recent years has been primarily northward, shifting the physical center of the community north to nearly Floral and McCall Avenues.



Most of the housing within the Planning Area consists of medium to low density single-family dwellings. The average density for this type of development County-wide is approximately 4.8 units per gross acre of residential land.

Multiple-family development is evenly distributed throughout the City. In the older sections of the City, multi-family dwellings often consist of an added structure on an existing single family lot.

Table 9-2 and Figure 9-1 list and locate proposed residential developments.

#### B. COMMERCIAL

The retail commercial center of Selma is located between East Front Street and McCall Avenue, and between Third and Arrants Streets. It also extends northeast to a newer shopping area at the intersection of McCall and Rose Avenues. The commercial center contains most of the retail outlets and civic functions and represents the "heart" of the City. Some residences and service commercial establishments also exist within the downtown area.

Commercial developments outside the downtown area serve as convenience goods outlets for nearby residential areas. The exception to this is the newer McCall Village commercial center at McCall and Dinuba Avenues. This center will provide a similar range of comparison goods and services as the existing downtown and could be classed as a potential second retail center to the downtown.

Service-oriented commercial uses exist along the old alignment of Highway 99 (Whitson Street) adjacent to the downtown and generally extending to the northwest. Business on this "strip" has declined, primarily due to the relocation of Highway 99 to a grade-separated freeway. The highest concentration of street activity in this area is at the Second Street and Floral Avenue intersections where freeway interchanges exist. Some new highway service-oriented development has extended west of Whitson Street to the interchange points.

#### C. INDUSTRIAL

The main concentration of industrial uses exists in the southeast quadrant of the City. Industries located in this area include agricultural product processing plants, manufacturing, storage, and warehousing.

Other industrial uses are scattered along the Golden State corridor formed by the highway and railroad. North of Second Street in this corridor, in an otherwise residential area, are two utility company facilities; along the old highway, further north, are several automobile and heavy equipment salvage yards; and to the northwest is a new heavy equipment concentration and a private airstrip.

Adjacent to the corridor, on the north side of the railroad tracks just east of its intersection with Thompson Avenue, there is a small

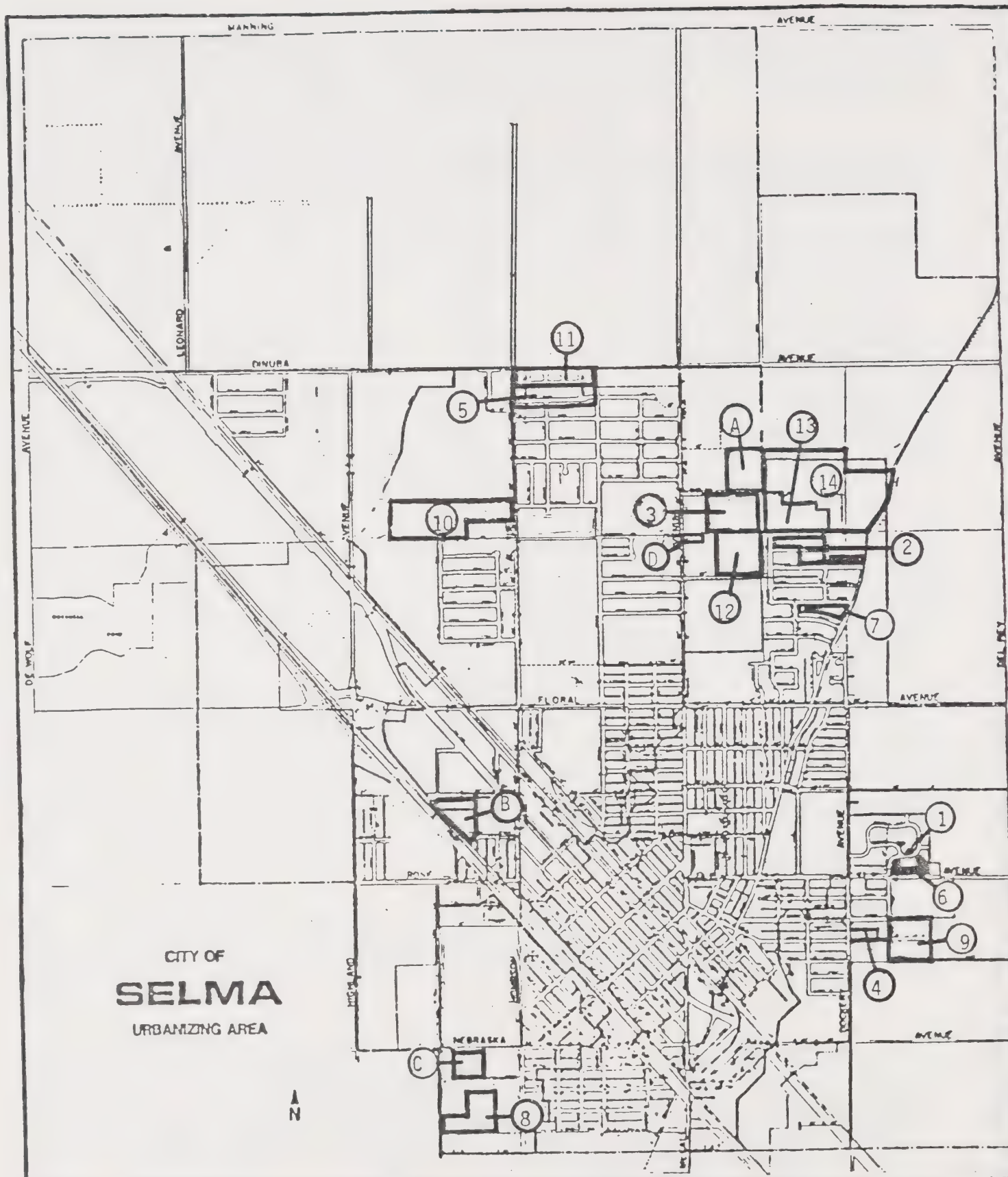
TABLE 9-2

## FUTURE DEVELOPMENT PROJECTS

<u>Projects/Status(1)</u>	<u>Total Units</u>	<u>1982 Const</u>	<u>Construction To Date</u>	<u>Map Key</u>
Country Club Village #5	8	1	6	1
Olive Heights	69	7	67	2
Nelson Village	254	85	85	3
Mediterranean Gardens	7	0	0	4
Thompson Terrace #1	33	1	31	5
Country Club Terrace #2	20	0	0	6
Denise Estates	23	5	5	7
Tract Map	37	0	0	8
Country View Estates	22	0	0	9
Vinewood Estates	365	0	0	10
Thompson Terrace #2	52	0	0	11
Cathedral Estates	34	0	0	12
Ashley Estates (Tract 3130)	55	0	0	13
Remainder of Tract 3130	471	0	0	14
Sub-Total	1450	99	194	
<u>Other Projects (2)</u>				
Askem Farms Mobilehome Park	65	0	0	A
Selma Mobile Estates	41	2	22	B
Apartment Complex (Nebraska, East of Mitchell)	120	0	0	C
Apartment Complex McCall Ave South of Nelson Boulevard	23	0	0	D
Sub-Total	249	2	22	
GRAND TOTAL	1699	101	216	

(1) Status as of December, 1982

(2) Listing does not include minor site plan applications  
(approximately 35 dwelling units).



CITY OF  
**SELMA**  
URBANIZING AREA

SOURCE: CITY OF SELMA PLANNING DEPARTMENT

PENDING OR PROBABLE FUTURE DEVELOPMENTS WITHIN CITY OF SELMA

Ⓞ — Pending and/or probable future developments

FIGURE

**9-1**



concentration of heavy commercial and industrial uses. These are primarily brick manufacturing and storage, with some agricultural processing.

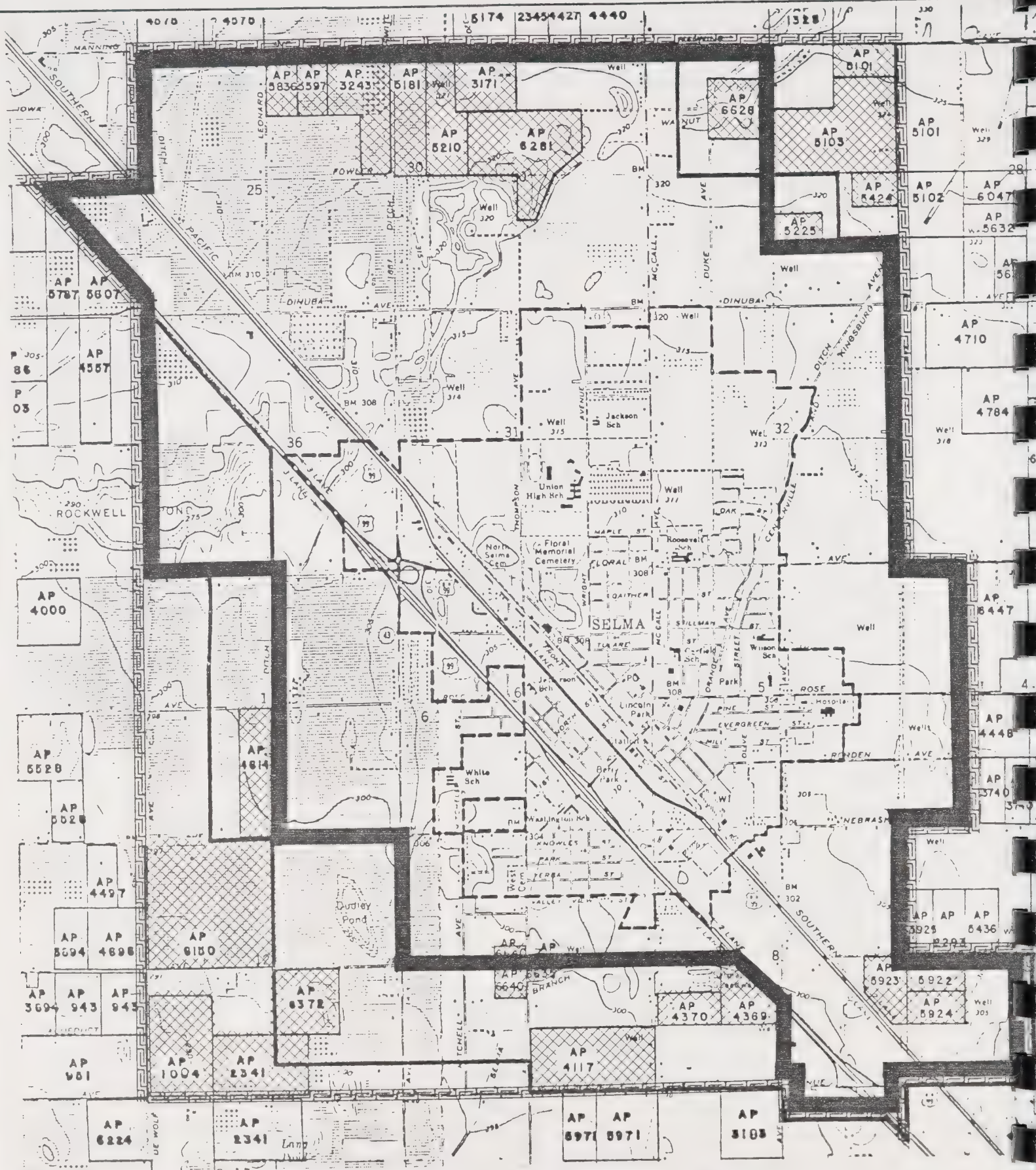
#### D. AGRICULTURAL

Surrounding Selma are numerous and extensive agricultural uses, some of which are being displaced as urban expansion occurs around the City. The predominant uses are vineyards (table, wine and raisin), pasture, field crops, and tree fruits. Approximately 800 acres of this agricultural land is within the Planning Area as projected by the General Plan.

Much of the land currently under cultivation is subject to California Land Conservation Act contracts (Williamson Act) which permit the agricultural lands to be assessed for tax purposes on its agricultural value rather than its value for urban uses (see Figure 9-2). The resulting tax benefit is designed to serve as an incentive for owners to maintain their land in agricultural use. Figure 9-2 illustrates the location of acreage in the Selma Planning Area currently subject to such contracts.

#### E. VACANT

Of the 620.5 acres of vacant land identified on Table 9-1, most of it consists of land which has been taken out of agricultural use, awaiting a more intensive, urban use. The majority of this land lies in the northwest part of the Planning Area along the railroad tracks and around the Floral Avenue freeway interchange. Other vacant land is found in scattered locations where urban development has bypassed and surrounded it. Some larger parcels of this type lie along the old highway and adjacent to the older residential and industrial uses to the south and west of the City.



SOURCE: REAL ESTATE ATLAS OF FRESNO COUNTY - 1980

**QUAD**  
CONSULTANTS  
VISALIA · BAKERSFIELD

**Agriculture Preserves**

FIGURE

**9-2**

## CHAPTER TEN

### NATURAL RESOURCES

The primary natural resource available within Selma is the prime agricultural soils as previously discussed in Chapters 1 and 4. No other resources are identified within the Planning Area. However, within a twenty-mile radius of Selma, the following resources have been identified.

- . Oil
- . Sand and Gravel
- . Limestone
- . Clay
- . Other High-quality Soils
- . High-quality Surface and Groundwater



## CHAPTER ELEVEN

### RISK OF UPSET

Select commercial and industrial uses within the City have the potential to create a risk of upset. These identified uses and their approximate street-intersection locations are itemized below:

- . Oil and gas distribution facilities - West Front Street/North of Floral
- . Agricultural chemical distribution and sales - Golden State, south of Park Street
- . Highway-related uses, particularly along the U. S. Route 99 Corridor
- . Railroad - Southern Pacific Transportation Company freight operation and natural gas pipeline within the railroad right-of-way.
- . and natural gas pipeline within the railroad right-of-way.

## CHAPTER TWELVE

### POPULATION

#### Population Level

Population in Selma had increased at an average annual rate of 2.3 percent between 1960 and 1980, increasing in population from 6,934 persons to 10,942 persons (see Table 12-1). Fresno County, by comparison, has grown at an average annual growth rate of 1.7 percent. In the most recent past decade, the average annual population growth rate was 3.9 percent in Selma and 2.2 percent in Fresno County.

#### Population Projections

Population in the City will increase in future years due to annexation of existing populations in the Planning Area to the City, migration and natural growth. Projections, based on various growth rate scenarios, are shown in Table 12-2. The Table shows the population levels that would be expected by the year 2000, ranging from a low of 17,243 to a high of 23,976, depending on local and regional population factors. Since such factors may not be predicted with a reliable degree of accuracy, the estimates should not be considered predictions, rather, they provide an estimate of the most probable range of the population level under "high growth" and "low growth" conditions.

---

TABLE 12-1

CITY OF SELMA  
POPULATION HISTORY

<u>Year</u>	<u>Population</u>
1960	6,934
1970	7,459
1974	8,271
1980	10,942
1981	11,075
1982	11,650

---

Source: Fresno County Planning Department

---

TABLE 12-2

CITY OF SELMA  
POPULATION PROJECTIONS FROM  
DIFFERENT GROWTH RATE SCENARIOS

<u>Year</u>	<u>1960-80 Average</u>	<u>2%</u>	<u>4%</u>	<u>1970-80 Average</u>
1980 (base)	10,942	--	--	
1985	12,160	12,081	13,313	13,252
1990	13,735	13,338	16,197	16,051
1995	15,390	14,726	19,706	19,441
2000	17,243	16,259	23,976	23,546

---

Source: Quad Consultants, July, 1981

---

Ethnicity

Table 12-3 shows the 1980 ethnic distribution of the community, as reported by the Bureau of the Census. The ethnic profile represented in the Table is typical of the Selma-Fowler-Kingsburg area and Fresno County in general.

---

TABLE 12-3

CITY OF SELMA  
ETHNICITY OF POPULATION

<u>Ethnicity</u>	<u>Total (%)</u>	<u>City (%)</u>
White	12,325 (65.1)	7,118 (65)
(Spanish Origin)	9,017 (47.6)	5,413 (49.5)
Black	242 (1.3)	62 (0.6)
American Indian	221 (1.2)	136 (1.2)
Asian	680 (3.6)	232 (2.2)
Other†	5,456 (28.8)	3,394 (31)
	<u>18,924</u>	<u>10,942</u>

---

Source: State Census Data Center

Persons of Spanish origin comprise the largest single ethnic group in the community, with almost half of all persons reported to be in that category. Persons of Spanish origin also account for approximately three-fourths of all persons classified as "white", a category which includes persons of Anglo, European and Iberian descent.



## CHAPTER THIRTEEN

### HOUSING

The 1981 Housing Element of Selma's General Plan provides the current description of household characteristics, based on the 1970 federal census, the 1974 special state census and special City surveys. Housing data and neighborhood characteristics are also provided.

Goals and policies of the Housing Element can be found in Part I of the General Plan.

## CHAPTER FOURTEEN

### TRANSPORTATION/CIRCULATION

#### A. STREETS AND HIGHWAYS

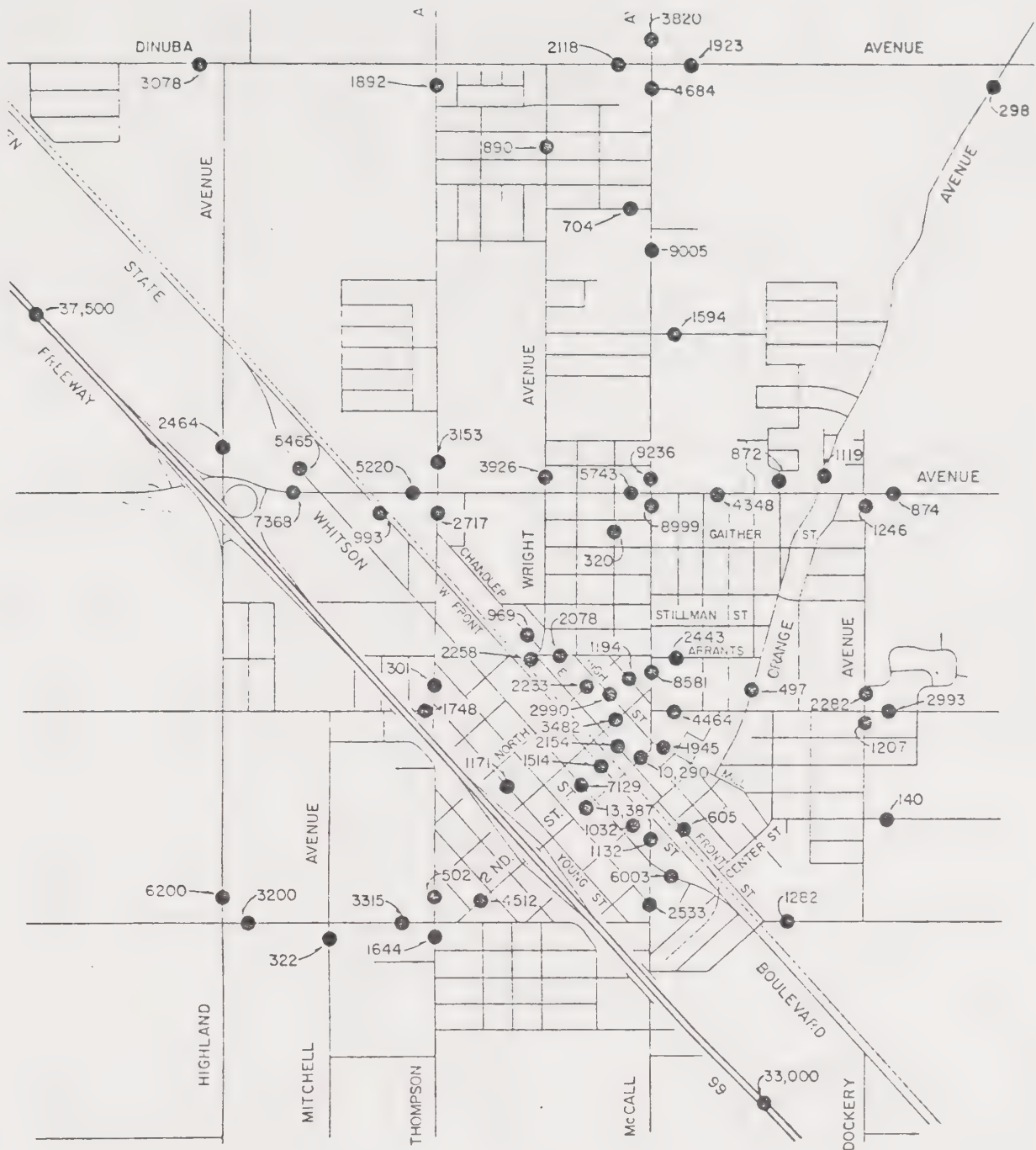
Traffic Volume. In order to establish the amount of traffic utilization of various important streets in the City of Selma, 24-hour traffic volume counts were conducted in December of 1979. The results of those counts are shown in Figure 14-1. It can be assumed that the traffic counts on most streets in the City for the 24-hour period in early December, 1979 represented average of slightly above average traffic counts for 1979 and early 1980. There are, however, some variations in daily traffic volumes in Selma throughout the year based on agricultural harvesting and related activities, as well as seasonal shopping fluctuations.

The streets with the highest traffic volumes in the City include Second Street between U.S. 99 Freeway and west of McCall Avenue, McCall Avenue between the downtown area and the north City limits, and Floral Avenue between U.S. 99 Freeway and west of McCall Avenue. The state highways in the area, including U.S. 99 and Highland Avenue south of U.S. 99, are also heavily traveled. Traffic congestion problems occur in the downtown area on Second Street, McCall Avenue, High Street, East Front, West Front and First Street, along Floral Avenue at McCall, and near the Whitson/Second Street intersections. As the City grows, additional congestion can be anticipated.

Traffic Volume Projections. An analysis was made of future land use in the Planning Area. By comparing aerial photos of existing land use conditions with the general plan-designated land uses, it was possible to determine vacant developable acreage in each land use category. Vacant acreage was tabulated and projections were made of future traffic volumes on various roadways in the Planning Area. Each of twelve one-square-mile map sheet areas in the "Planning Area", was analyzed as to its traffic generation potential, using different growth rate scenarios. (See Figure 14-2)

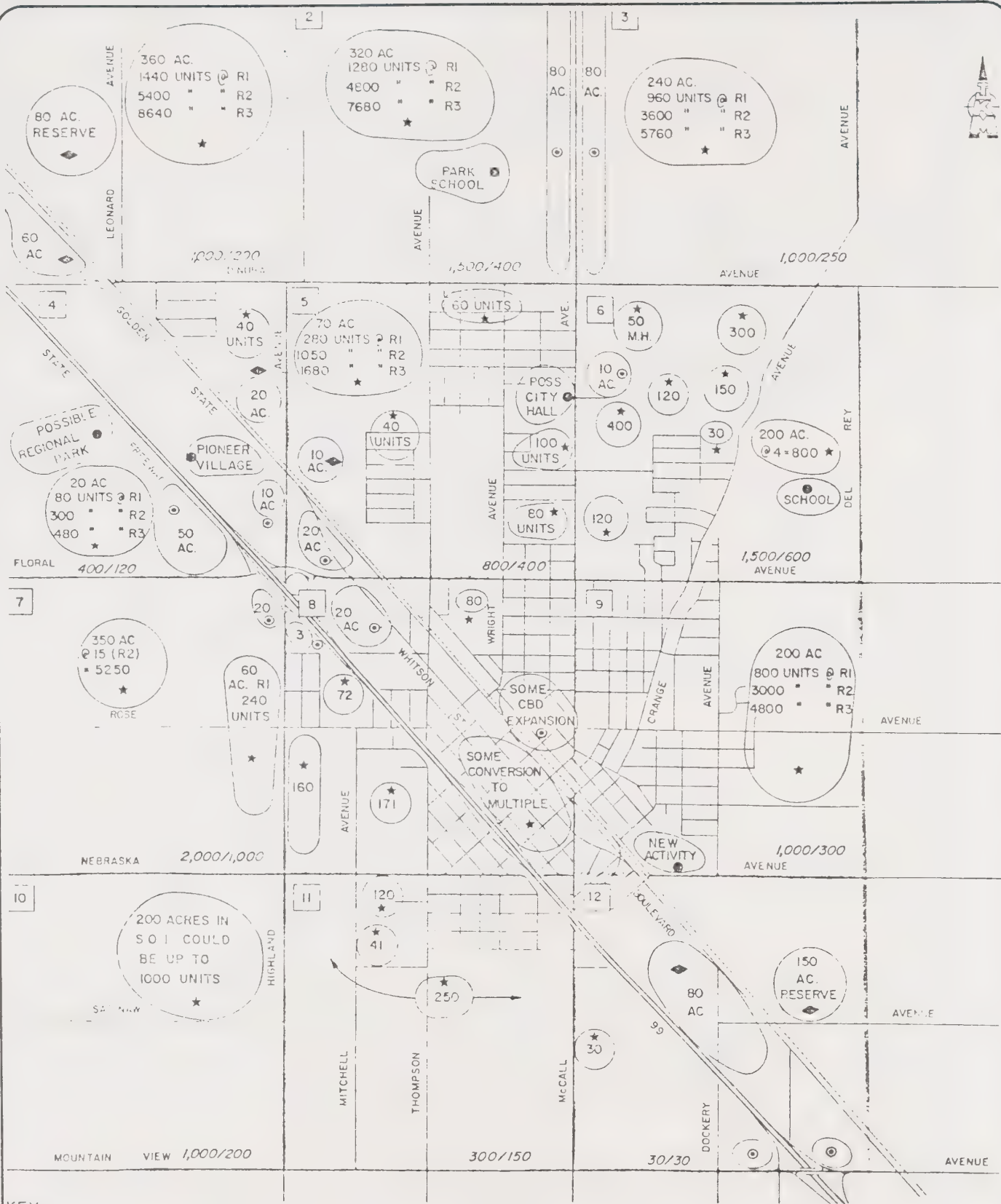
In targeting the data the potential industrial, commercial and residential acreages by cordon area were indicated. For residential developments alternate densities of four units per acre, 15 units per acre and 24 units per acre are assumed. This range of residential densities provided a range of likely traffic volumes. Table 14-1 presents a summary of the developments by cordon area for industrial, commercial and residential land uses.

As shown in Table 14-1, maximum and minimum daily traffic volumes generated by proposed development within each cordon area has been calculated. These generated traffic volumes are based on the "practicable" density ranges for residential development and take into account the interrelationship between traffic generated by residential and commercial developments. Traffic from each of these cordon areas was distributed over the Selma street system to correspond to logical traffic distribution and assignment patterns that would result under the assumed land use. This traffic, when added to the existing traffic from the first illustration, produces



SOURCE: TJKM ASSOCIATES - 1979





KEY:

- 1 MAP SHEET NO.
- MAP BOUNDARY
- INDUSTRIAL ACREAGE
- COMMERCIAL ACREAGE

- RESIDENTIAL ASSUMPTIONS/ALTERNATIVES  
300/150 MAX./MIN. "PRACTICAL" NO. OF  
RESIDENTIAL UNITS ON SHEET
- OTHER FACTORS

SOURCE: SELMA CITY PLANNING  
DEPARTMENT AND  
TKM ASSOCIATES--1979



TITLE  
**Traffic Generation Assumptions**

FIGURE  
**14-2**

TABLE 14-1

TRAFFIC GENERATION PROJECTIONS  
(Average Daily Trips)

Map Sheet	Industrial Acreage	Commercial Acreage	Residential Units	ALTERNATE DENSITIES			Max. Practical No. of Units	Min. Practical No. of Units	Max. Commercial	Min. Commercial	Total Max. Daily Traffic	Total Min. Daily Traffic
				R-1 (4/Acre)	R-2 (15/Acre)	R-3 (24/Acre)						
1	60	-	-	1,440	5,400	8,640	1,000	200	-	-	8,400	2,800
2	-	80	-	1,280	4,800	7,680	1,500	400	60	10	27,000	5,400
3	-	80	-	960	3,600	5,760	1,000	250	60	10	24,000	4,500
4	20	60	40	80	300	480	400	120	20	20	19,200	17,000
5	10	20	280	280	1,050	1,680	800	400	20	20	12,700	9,300
6	-	10	1,970	-	-	-	1,500	600	10	10	12,400	5,400
7	-	20	240	-	5,250	-	2,000	1,000	20	20	18,000	7,500
8	-	20	480	-	-	-	450	300	20	20	17,200	10,300
9	-	-	-	800	3,000	4,800	1,000	300	-	-	6,600	2,100
10	-	-	1,000	-	-	-	1,000	200	-	-	6,000	1,200
11	-	-	411	-	-	-	300	150	-	-	1,800	900
12	80	-	30	-	-	-	30	30	-	-	3,380	2,580

Source: TJKM Associates, 1979.

TABLE 14-2

CITY OF SELMA  
FUTURE TRAFFIC VOLUMES

<u>SECTION</u>	<u>EXISTING ADT</u>	<u>FUTURE ADT</u>
LEONARD		
Dinuba to Manning	-	2,000
HIGHLAND		
Manning to Dinuba	-	7,000
Dinuba to Whitson	800	14,800
Whitson to Floral	2,500	20,700
Floral to Rose	6,200	15,800
Rose to Nebraska	6,200	13,400
Nebraska to Mtn. View	5,800	10,100
THOMPSON		
Manning to Dinuba	-	7,000
Dinuba to Floral	3,100	8,100
Rose to Nebraska	500	1,800
Nebraska to Mtn. View	1,600	2,300
WRIGHT		
Dinuba to Floral	4,000	7,300
MCCALL		
Manning to Dinuba	3,800	17,300
Dinuba to Floral	9,200	26,200
Floral to Second	9,000	21,500
SECOND		
McCall to Whitson	10,300	20,300
Whitson to 99	13,400	19,300
99 to Nebraska	4,500	7,500
ORANGE		
Del Rey to Floral	1,100	7,600
Floral to Rose	500	5,500
DOCKERY		
Floral to Rose	2,300	5,800
Rose to Nebraska	1,200	5,000
DEL REY		
Dinuba to Floral	-	1,600
Floral to Nebraska	-	1,100
Nebraska to Mtn. View	-	1,100
DINUBA		
Golden State to Highland	3,100	10,100
Highland to Thompson	3,000	9,300
Thompson to McCall	2,100	11,200
McCall to Orange	1,900	10,900
HUNTSMAN		
Highland to Thompson	-	2,500
Thompson to McCall	-	2,500
NELSON		
McCall to Orange	-	8,500



Table 14-2 - continued

FLORAL		
Dewolf to 99	3,000	10,700
99 to Whitson	7,400	24,400
Whitson to Thompson	5,200	19,400
Thompson to McCall	5,700	16,600
McCall to Orange	4,400	11,400
Orange to Del Rey	900	3,900
ROSE		
DeWolf to Highland	-	3,500
Highland to Thompson	1,700	6,200
McCall to Dockery	4,400	9,200
Dockery to Del Rey	3,000	6,000
NEBRASKA		
DeWolf to Highland	1,000	3,400
Highland to Thompson	3,200	7,900
Thompson to Second	4,500	7,000
Front to Dockery	1,300	3,300
Dockery to Del Rey	500	1,400
GOLDEN STATE-WHITSON		
Dinuba to Highland	4,000	12,300
Highland to Floral	5,500	14,700
Floral to Second	7,100	12,900
Second to Nebraska	6,000	11,400
Nebraska to Mtn. View	4,000	7,100

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Source: TJKM Associates, 1979.

the future year traffic volume assignments on the Selma street system. These projections are shown in Table 14-2.

As indicated, the streets with the greatest future traffic carrying demand will be McCall Avenue, Highland Avenue, Second Street and Floral Avenue. These streets each have traffic volumes in excess of 20,000 vehicles per day.

Table 14-3 indicates practical capacities for major streets on a 24-hour basis under the Highway Research Board's "C" Level-of-service traffic flow conditions (uncongested, free-flowing traffic). By comparing this Table with future volumes as indicated in Table 14-2, desired street widths can be determined. Based on these findings, the following are the recommended street widths for the City of Selma street system:

Four Lanes Divided:

McCall Avenue from Manning Avenue to Dinuba Avenue  
Whitson Street in its entirety  
Golden State Boulevard in its entirety  
Highland Avenue from Golden State Boulevard to the south  
City limits

Four Lanes Undivided:

Dinuba Avenue in its entirety  
Floral Avenue from Orange Avenue to Whitson and west of  
Golden State Boulevard  
Rose Avenue from McCall Avenue easterly  
Second Street in its entirety  
Nebraska from Thompson to Highland  
Highland between Manning and Golden State Boulevard  
McCall from Dinuba to Second Street

Two Lanes:

All other streets

TABLE 14-3

LEVEL OF SERVICE C CAPACITIES  
(Average Daily Trips)

<u>Roadway Type</u>	<u>Peak Hour</u>	<u>24 Hours</u>
6-lane Freeway	9,000	90,000
4-lane Freeway	6,000	60,000
6-lane Divided Arterial (left-turn lane)	3,600	36,000
4-lane Divided Arterial (left-turn lane)	2,400	24,000
4-lane Undivided Arterial	2,000	20,000
2-lane Arterial	1,400	14,000
2-lane Collector	1,000	10,000

Source: Highway Research Board, "Highway Capacity Manual", 1965.

## B. BICYCLE ROUTES

Regionally, over 400 miles of bikeways are planned through Fresno County over the next twenty years. Selma is on the designated California State Corridor Route which will follow Golden State Boulevard from the San Joaquin River (Madera-Fresno County Line), to continue south of Fowler, Selma, and Kingsburg, into Tulare County and the Riverland Recreation Area. The corridor provides a major link between Madera, Fresno and Tulare Counties for cyclists.

Locally, bikeway routes will be developed as need arises.

## C. AIR FACILITIES

Airport. The Selma Aerodrome airport is located two miles northwest of Selma on approximately 23 acres of land. The airport, owned and operated by the Selma Aerodrome, Inc., is a "landing strip category" airport which is open to general public use.

The airport has one runway, oriented in a northwest/ southeast direction, which is approximately 2,500 feet long. The runway surface is asphaltic concrete in composition, reported to be in "fair" condition. Due to lack of approach control, on-site visual flight routes (VFR) dictate approach procedures. Although there are some near clear zone obstructions, there is at least the minimum required a two-to-one approach zone slope. Ancillary facilities at the Aerodrome include two conventional hangars; eight mini-hangers, five shelters, thirty-six T-hangars; a fixed-base operator who provides flight charter, instruction and rentals; aircraft fuel sales; two aircraft maintenance facilities; and one agricultural crop dusting service.

Access to Selma Airport is via Huntsman Avenue, a two-lane asphalt road, approximately three-fourths mile west of the junction of Huntsman and Dewolf Avenues.

The airport is adjacent to Rockwell Pond and is located in a primarily agricultural setting with scattered low density farm dwellings.

The Airport has met the community need for a number of years without public financial involvement. The facilities however, do not meet the FAA's Basic Utility-Stage 1 development standards. The absence of additional available land for adequate expansion of runway or aircraft storage facilities to the standard to which the Fresno county Airport System Plan recommends it be developed and maintained suggests the need to relocate the public use capability to a new site. However, in the absence of other currently available public use alternatives, the community must continue to rely upon the existing airport to supply community service. The Fresno County Airport Land Use Commission has prepared a plan for the airport, and it is currently in the adoption process (July, 1982). Upon adoption of this plan and procurement of secured funding, the airport may be further improved to meet identified public use needs.



The Fresno County Airport System Plan recommends that the airport be designated at a Basic Utility-Stage 1 level - Public Use facility. The County Regional Transportation Plan recommends that an emergency medical heliport be located at either the Selma District Hospital or Kingsburg District Hospital.

Developments that may affect the usability of the airport and its safety are required to be referred to the Fresno County Air Land Use Commission for review and comment. This process has been incorporated into the City's planning and zoning procedures.

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Source: Hodges & Schutt, June 1982

## CHAPTER FIFTEEN

### PUBLIC SERVICES

Public services for residents of the Planning Area are supplied by the agencies listed below:

	<u>Incorporated Area</u>	<u>Unincorporated Area</u>
Schools:	Selma Unified School District	Same
Police:	City of Selma	Fresno County Sheriff
Fire:	City of Selma	Mid-Valley Fire District
Street Lights:	City of Selma and PG&E	N/A
Recreation:	City of Selma	Fresno County(1)
General Government	City of Selma	Fresno County

#### A. SCHOOLS

Selma is served by the Selma Unified School District which operates seven elementary schools, one comprehensive high school, one continuation high school and one junior high school. (Figure 15-1 shows the locations of the various schools.) Total enrollment in the District declined through 1980. However, the district's elementary school enrollment has been increasing since 1981; enrollment at the secondary level has continued to decline.

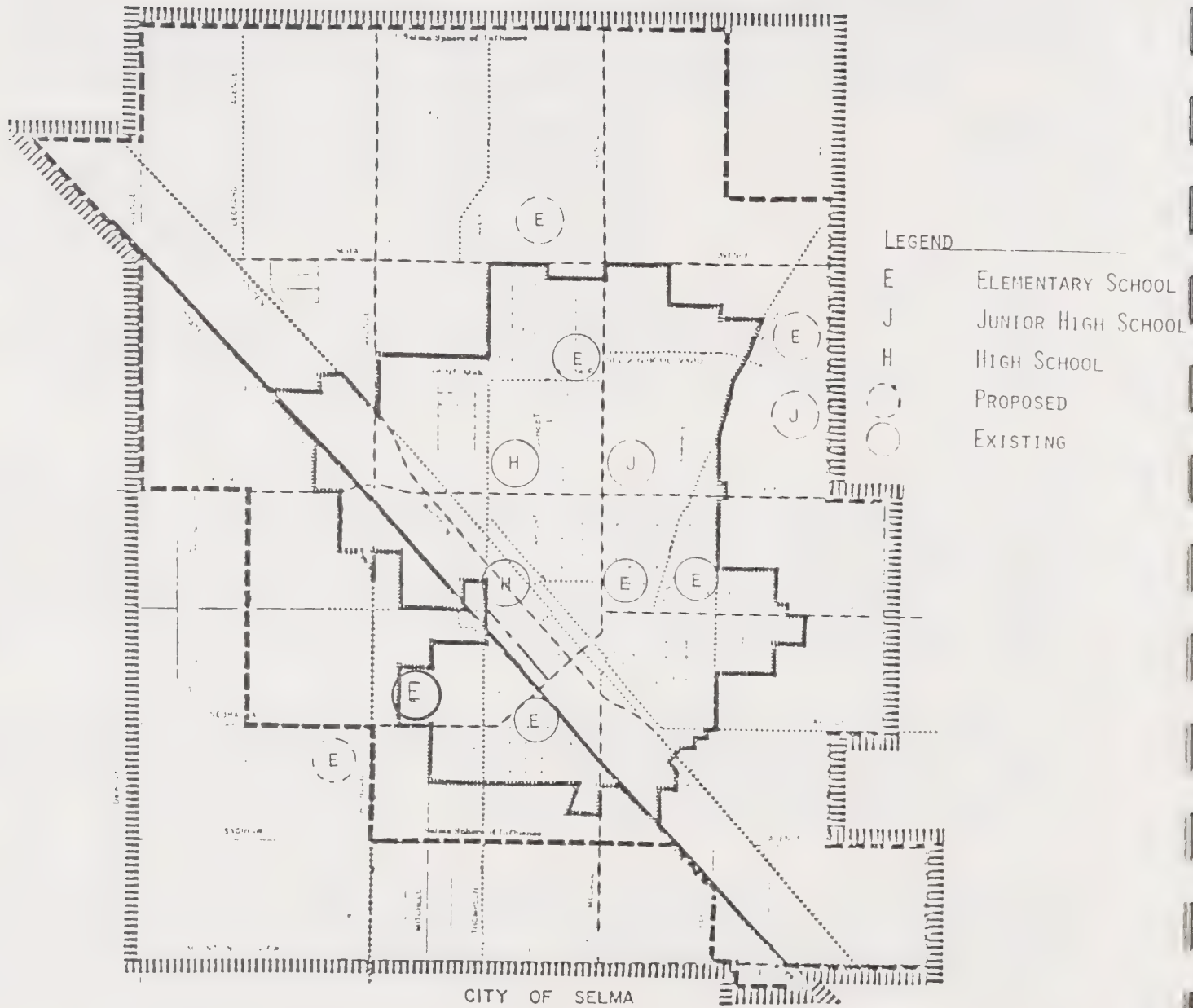
The District uses an average yield factor of .7333 students per household when calculating impacts from new residential development. Under present conditions, the schools of the Selma Unified School District can absorb approximately 200 to 300 new elementary students and approximately 100 to 300 additional high school students.

Existing regular classrooms in the District are designed to provide approximately 35 square feet of space per student. This established square footage allowance provides adequate space for 26 students per average-size regular classroom. Other factors such as the Education Code and collective bargaining limitations also effect maximum class size.

In determining the School District's student capacity, a 30 students per regular classroom standard is used. Although this is not the desired standard, it is realistic in light of the District's financial limitations. As shown in Table 15-1, the current excess of capacity to enrollment is 422 students; it is projected to be 568 students in the 1981-82 school year.

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(1) Recreation facilities in the City are utilized by people in the planning area and beyond.



SOURCE: Selma City Planning Department



TABLE 15-1

## EXISTING SCHOOL FACILITIES

<u>Elementary and Junior High Schools</u>	<u>Grades</u>	<u>Enrollment (Dec., 1981)</u>	<u>Capacity</u>
Indianola	K-6	358	386
Terry	1-8	208	180
Eric White	3-6	317	342
G. Washington	K-1	178	270
J. Garfield	1-6	256	300
W. Wilson	K-6	312	330
A. Jackson	K-8	605	600
T. Roosevelt	7-8	491	600
		<hr/> 2,725	<hr/> 3,008
<u>Senior High</u>			
Selma High	9-12	954	1,070
Heartland Continuation	7-12	<hr/> 97	<hr/> 120
TOTAL DISTRICT (Oct., 1982)		3,776	4,198

Source: Selma Unified School District (1982)

## B POLICE

The Selma Police Department consists of nineteen sworn police officers, including one chief, one captain, four sergeants and six unsworn personnel. The present City population is estimated at 11,053, giving a ratio of 1.72 officers/1000 population. The recommended ratio of police to population is 2.0 policemen per 1000 population for residential areas, according to the Selma Police Department.

The Department operates six regular patrol cars, two of which have been converted to K-9 use, plus one each for the Detective and Police Chief. The Department also operates a three-wheeled scooter for parking enforcement and a small truck for animal control.

The Department operates in three shifts: from 8:00 a.m. to 4:00 p.m.; 4:00 p.m. to 12:00 a.m.; and 12:00 a.m. to 8:00 a.m. Typically, one sergeant and two patrol officers are on duty during each shift. When the Department is at full strength, a fourth officer may be added to a shift according to demand. During the day

shift, the on-duty sergeant works as a detective. One of the patrol officers on duty also handles stray animal problems.

### C. FIRE

The City of Selma Fire Department is composed primarily of volunteers organized around a core of full time firemen. The Department has operated for fifteen years with a volunteer chief, but in the near future, a full time professional chief will be retained. The total force consists of twenty volunteers and eleven full-time personnel, including three Lieutenants, five Engineers and three Firefighters. Additional full-time fire personnel are needed to bring Department to Insurance Service Office's (ISO) recommended strength.

All full-time personnel are certified emergency medical technicians.

The Selma Fire Department operates out of two fire stations: Station No. 1, located on West Front Street, and Station No. 2, located on "A" Street. Station No. 2 is the headquarters station, (see Figure 15-2).

Equipment located at Station No. 2 includes two combination pumper fire trucks and two ambulances. One of the ambulances is used for backup purposes only. All department communication equipment is based at Station No. 2. New and additional equipment is needed.

Equipment located at Station No. 1 includes a combination pumper truck, an improvised ladder truck and an auto for the Fire Chief.

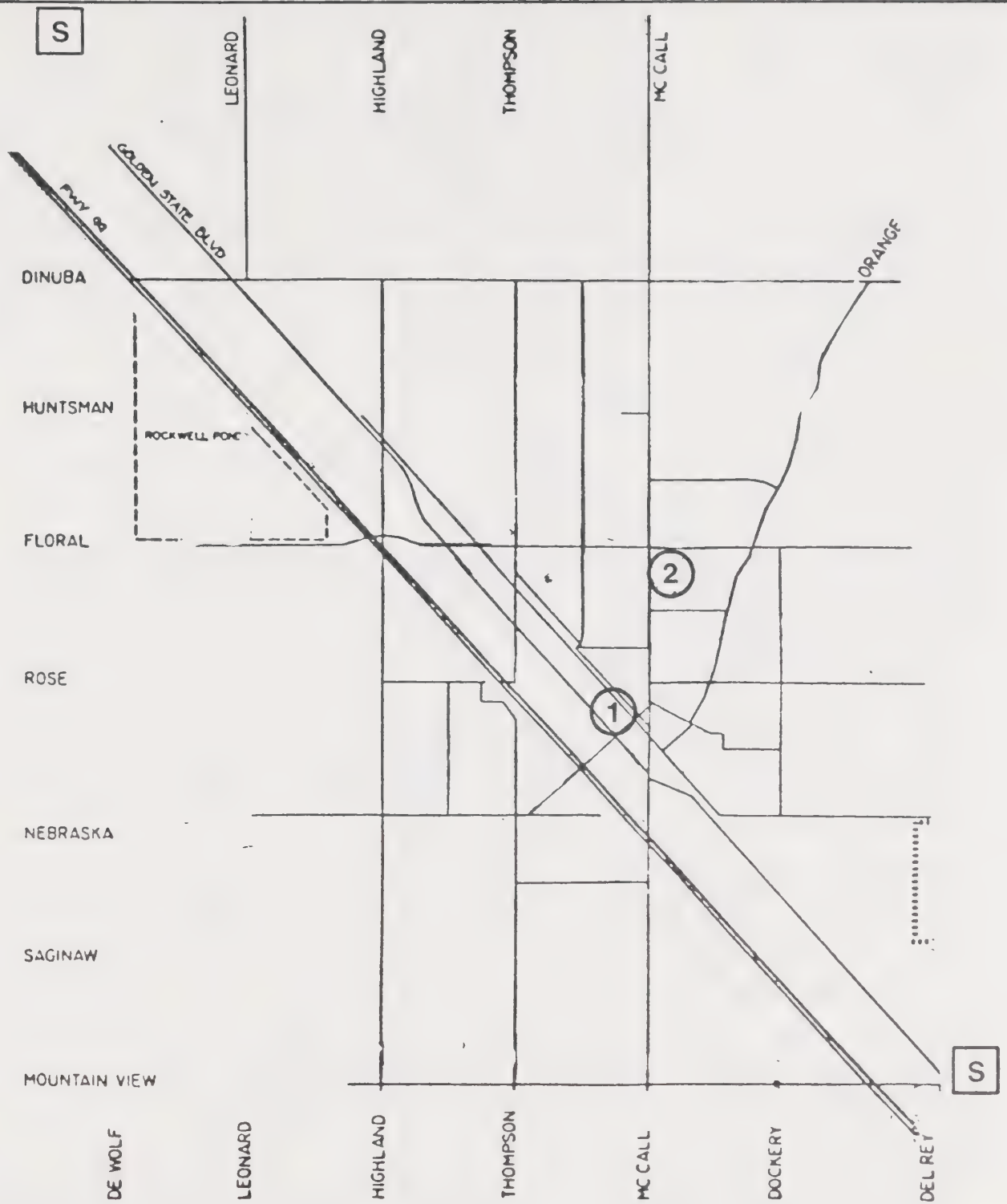
The City of Selma Fire Department has a mutual aid agreement with the Mid-Valley Fire District, the agency serving the unincorporated area of the Planning Area, which has two stations located near the City of Selma. One is located north of the city and the other is located to the south, (see Figure 15-2).

The Selma Fire Department (S.F.D.) has an ISO rating of five on a scale of ten. A rating of five indicates a fifty percent deficiency in the department. The Selma Fire Department can respond to a fire any place in the City within five minutes or less.

The capacity of the community water system directly influences the ability of the S.F.D. to meet fire suppression water demand. While many factors will influence the effectiveness of a community water system as an aid to fighting fires, the primary factors to consider are space between hydrants, the output of hydrants in the area, and the location of the hydrants.

The City requires one fire hydrant for each 500 lineal feet in residential areas, and for each 300 lineal feet in commercial and industrial zones. The hydrants may be closer together if it is judged necessary.

The S.F.D. has three classes of hydrants, described in Table 15-2:



**S** - MID VALLEY FIRE DISTRICT STATION LOCATION

SOURCE: CITY OF SELMA



TABLE 15-2

## TYPES OF HYDRANTS AND FLOW VOLUME

S.F.D. Hydrant Classification	Water line size Output in Gal/min. (gpm)	(actual flow will vary with pressure)
Red	under 500 gpm	4 inch or less
Yellow	500-1000 gpm	6 inch*
Green	1000 gpm or more	8 inch

\*Most new 6 inch water lines will put out 1000 gpm or more.

Source: City of Selma, July, 1982

Some older residential neighborhoods (west of Freeway 99) are served primarily with four-inch water mains. Most hydrants have a "red" or "yellow" rating in these areas. The water flow out of these lines in these neighborhoods have been marginally increased by installing new higher-capacity hydrants.

Part of the industrial corridor, south of the Second Street inter-change, is deficient in hydrants. This area has now been upgraded somewhat, but requires additional upgrading of the water and hydrant system.

Selma's combination pumper/tanker trucks carry 500 gallons of water, but rely primarily on water from hydrants to fight fires. Each of these trucks also carry up to 1,450 feet of hose to move water from the hydrant to the fire.

#### D. STREET LIGHTS

Street lights are provided by the City of Selma and Pacific Gas and Electric Company, and are located 300 feet apart in residential areas and 200 feet apart in commercial areas.

#### E. RECREATION

The Recreation Element of the Selma General Plan calls for thirteen acres of developed recreation land to be provided for every 1,000 persons. The preliminary census count of the City of Selma was 10,920 in 1980.

If the population grows as projected, 172.9 acres of open space land will be needed to serve the people of Selma in 1985.

In 1977, the Planning Area included approximately 85 acres of public recreational open space, 64.8 acres of which were distributed among eight schools (Table 15-3). The five City parks comprised the remaining 20.2 acres (see Figure 15-3). An additional 88.9 acres of



The following are the historical major overall priorities of the City regarding the development of recreational open space. The priorities are declarative of City policy with regard to the general order in which the City will pursue the acquisition and/or development of recreational open space facilities.

1. To acquire a neighborhood park site (eight acres) on the northwest corner of Floral and Thompson Avenues adjacent to the City owned ponding basin, to develop a Master Plan for the park and the ponding basin to be developed as a combined facility (the ponding basin shall be developed as a recreational facility only in conjunction with the neighborhood park); and to begin initial development of the park.
2. To add or modernize restrooms in Ringo Park, Sheridan Park/Edgecomb Center, Berry Park, Lincoln Park, and Brentlinger Park. Storage rooms should be constructed in conjunction with the restrooms.
3. To acquire a neighborhood park site (5-10 acres) in northeast Selma; to develop a master design plan for the park, and to begin initial development of the park.
4. To acquire a community park site (20-30 acres) in north Selma; to develop a master design plan for the park; and to begin initial development of the park. Acquisition and development of the park should not occur until such time as development in its vicinity warrants.

TABLE 15-3

RECREATIONAL OPEN SPACE  
AVAILABLE AT INDIVIDUAL SCHOOLS

<u>School</u>	<u>Total Acreage</u>	<u>Acreage Available for Recreational Use</u>
Eric White	16.00	15.0
Woodrow Wilson	22.34	8.0
Roosevelt	11.60	8.0
Jefferson (Heartland)	2.53	2.0
Washington	2.89	2.0
Garfield	4.39	2.5
Selma High School	58.07	13.5
Jackson School	18.84	13.8
TOTAL		64.8

Source: Aubrey Moore, Jr., Architect AIA, December 8, 1977



The designated location, function and improvement priorities for each existing and planned recreational open space facility within the Planning area are set forth as follows:

#### Berry Park

##### 1. Location and Function

Berry Park (1.18 acres) is located on Second Street between Golden State Freeway and Whitson Boulevard, with good access to both. Its primary existing and planned function is to serve as a rest area for motorists traveling the Freeway.

##### 2. Existing Improvements

The park has drinking water and restrooms, lighting, benches and picnic tables, swings and a slide, and extensive natural shading from mature trees.

##### 3. Prioritized Planned Improvements

As Berry Park serves primarily as a rest area for Freeway motorists, the City will seek the cooperation and assistance of the State in developing the park.

a. The primary required improvement is to modernize or replace the existing restrooms.

b. Other needed improvements include barbecues, bicycle racks, horseshoe pits, and tables which are marked for checkers.

#### Sal M. Salazar Park and Community Center/Edgecomb Center

##### 1. Function and Location

Salazar Park (2.0 acres) is located in the southern portion of the City at the southwest corner of Sheridan and Valley View. Although Edgecomb Center is used by residents from the entire City for specific events, Salazar Park functions primarily as a neighborhood park. Because of its small size and location, its planned function is to remain as a neighborhood park.

##### 2. Existing Improvements

The existing improvements at the park include two basketball courts, a lighted baseball diamond, swings, slide, climbing bar, wading pool, drinking water, minimal artificial and natural shading, and Edgecomb Center.

#### Brentlinger Park

##### 1. Location and Function

Brentlinger Park (10.12 acres) is located in the east-central part of the City, on the corner of Rose and Olive Avenues. Its existing and planned function is to serve as a community park. It has the most complete passive and active recreational facilities in the Planning Area.

##### 2. Existing Improvements

Existing improvements include two lighted baseball diamonds with stands, lighted tennis courts, basketball courts, swings and

climbing bars, tot lot with wading pool, picnic tables and benches, barbecues, drinking water and restrooms, lighting, natural and artificial shading.

### 3. Prioritized Planned Improvements

a. The primary required improvement is to modernize the existing restrooms and to provide additional restroom facilities.

b. The second major required improvement is to improve night lighting, particularly for the baseball diamonds and the one unlighted tennis court, and the basketball courts.

c. Other needed improvements include parking, bicycle racks and benches.

### Peter Ringo Park

#### 1. Location and function

Ringo Park (3.92 acres) is located at the southwest edge of the City at the Nebraska-Mitchell Street intersection. Its existing and planned function is to serve as a neighborhood park.

#### 2. Existing Improvements

Existing improvements at the park include swings, a slide, climbing bar, tot lot, picnic tables and barbecues, drinking water, lighting, and shading structures over the picnic areas.

#### 3. Prioritized Planned Improvements.

a. The primary required improvement is to build restrooms.

b. Tennis courts.

c. Wheelchair access.

### North Selma Community Park (Planned)

#### 1. Function

The function of the planned North Selma Park is to be a community park. As such, it should be 20-30 acres in size.

#### 2. Location

The park should be located within the general area bounded by McCall, Dinuba, Leonard and Manning Avenues.

#### 3. Prioritized Planned Improvements

The North Selma Park should be developed according to a specific design plan prepared by a qualified professional. Improvements which should be located in the park include, but are not limited to:

a. Basic improvements: sprinklers, turf, landscaping, drinking water, restrooms.

b. Active areas: tennis courts, baseball diamonds, soccer fields, basketball courts, par course.

- c. Childrens' play area: tot lot, swings, slide, climbing bars, wading pools.
- d. Small sheltered intimate areas for rest and privacy, with natural and artificial shade, and benches.
- e. Large natural open areas.
- f. Facilities for the elderly: walking paths, benches, checker tables, horseshoe pits.
- g. Picnic facilities: shaded area, tables, barbecues.
- h. The existing topography and trees shall be utilized to the maximum extent possible in the development of this park.

#### Northeast Selma Neighborhood Park(Planned)

##### 1. Function

The function of the Northeast Selma Park shall be to serve as a neighborhood playground. As such it should be 5-10 acres in size.

##### 2. Location

The park should be located within the general area bounded by McCall, Dinuba, Orange and Barbara Avenues.

##### 3. Prioritized Planned Improvements.

The Northeast Selma Neighborhood Park should be developed according to a specific design plan prepared by a qualified professional. Improvements which should be located in the park include, but are not limited to:

- a. Irrigation, turf, landscaping
- b. Playground equipment
- c. Restrooms and lighting
- d. Benches and picnic facilities.

#### W. H. Shafer Neighborhood Park (Planned)

##### 1. Location and Function

The function of Shafer Park shall be to serve as a neighborhood playground. The proposed location for the playground is on an eight acre site on the northwest corner of Floral and Thompson Avenues, adjacent to the City owned ponding basin. Although the primary function of the ponding basin is to provide for storm water disposal, it also provides open space available for recreational purposes. The two facilities should be jointly designed and developed for maximum recreational use. A portion of the playground section of the combined facility will also be used for the ponding basis as design considerations so warrant.

##### 2. Existing Conditions

Both the proposed playground site and the ponding basin are undeveloped.

### 3. Prioritized Planned Improvements

The Shafer Park/Ponding Basin should be developed according to a specific design plan prepared by a qualified professional. Improvements which should be located in the park should include, but need not be limited to:

- a. Irrigation, turf, landscaping
- b. Playground equipment
- c. Restrooms and lighting
- d. Benches and picnic facilities
- e. Soccer and baseball fields.

### Rockwell Pond

#### 1. Location and Function

Rockwell Pond is a triangular area generally located between Freeway 99, Floral Avenue and DeWolf Avenue. It is designed as a Regional Park on the Selma General Plan. Because Rockwell Pond would serve as a regional facility, it should be jointly developed by the City and Fresno County.

#### 2. Existing Conditions

Rockwell Pond is a groundwater recharge facility owned and operated by the Consolidated Irrigation District.

#### 3. Prioritized Planned Improvements

An improvement program for Rockwell Pond should be jointly developed by the City and Fresno County.

### Schools

#### 1. Function

There are eight schools throughout the City. Their playgrounds are available for recreational use during non-school hours, on weekends, and during the summer. Their primary recreational function is to provide space for active recreational pursuits during non-school hours.

#### 2. Existing Improvements

Improvements at any particular school vary with their size and needs of the school. They may include one or more of the following: elementary school playground equipment, baseball, volleyball, basketball, soccer, football, tennis courts, swimming pool, wading pool, putting green and track. However, the schools lack shading, restrooms available during non-school hours, and picnic facilities.

#### 3. Improvements

Although the Selma School District is responsible for any improvements on its property, the City should participate with the School District in the development of any recreational open space facilities which would benefit both entities. One such joint City-School District project which is recommended is the development of a neighborhood park at Jackson School on property not required for school purposes.



## Pioneer Village

### 1. Function.

Pioneer Village (8.15 acres) is located between Golden State Boulevard and Freeway 99, west of Highland Avenue. The function of the Village is to serve as a historical and recreational facility.

### 2. Existing Conditions.

Several historical buildings have been moved to the site and the village is complete and available for use.

### 3. Prioritized Planned Improvements.

Pioneer Village should be developed in conformance with a Master Plan approved by the City, and in accordance with the provisions of the Pioneer Village Zone District.

## CHAPTER SIXTEEN

### UTILITIES

The following utilities provide service to the residents and businesses of Selma:

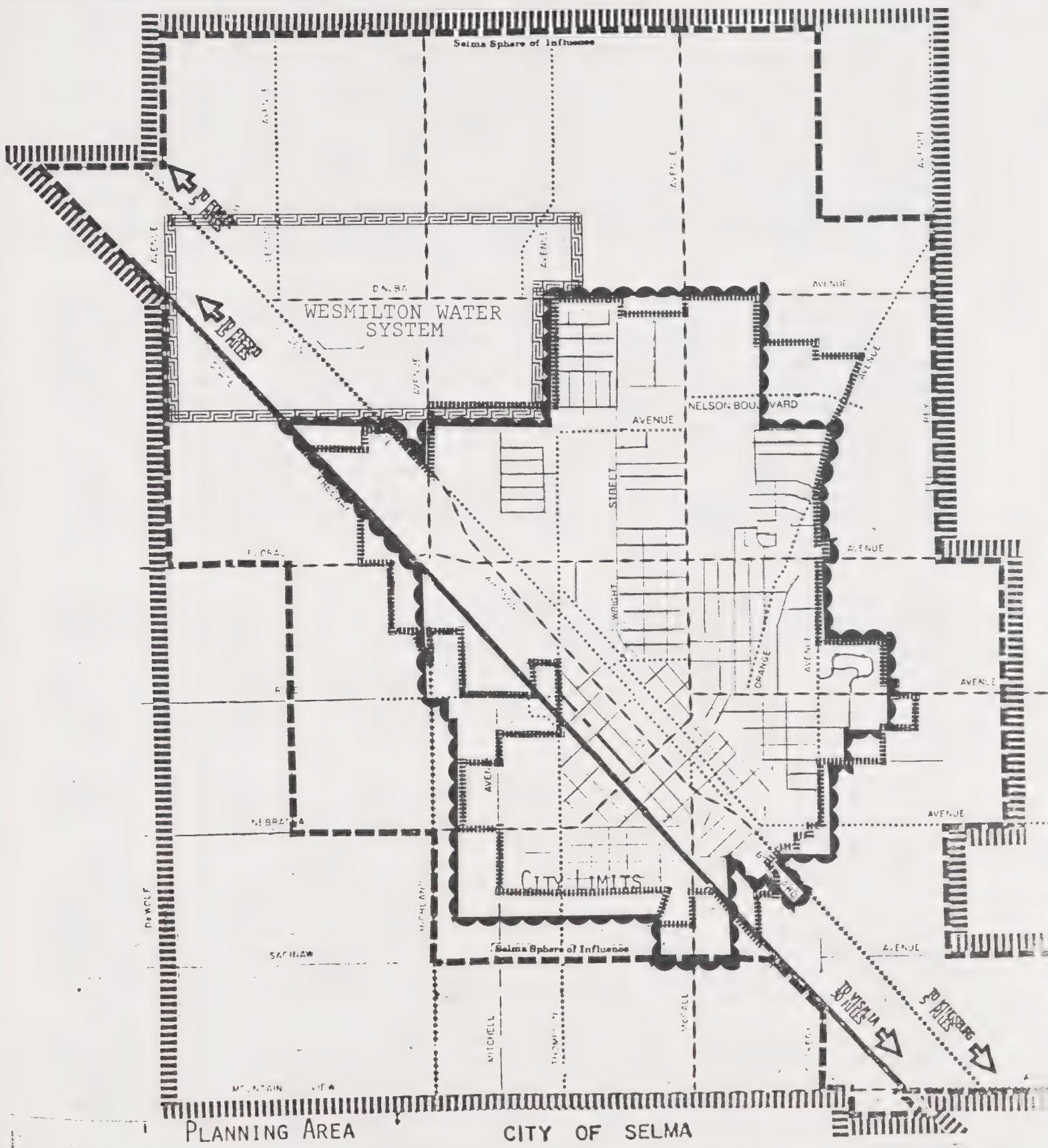
Water:	California Water Service Company (Cal Water), and Wesmilton Water Company
Sanitation:	Selma-Kingsburg-Fowler County Sanitation (SKF)
Natural Gas:	Pacific Gas and Electric Company (PG&E), Southern California Gas Company
Electricity:	Pacific Gas and Electric Company (PG&E)
Telephone:	Pacific Telephone
Solid Waste:	Browning-Ferris Industries (private carrier)
Storm Drainage:	City of Selma, Consolidated Irrigation District (CID)
Irrigation:	Consolidated Irrigation District (CID)
Cable Television:	Group W Cable, Inc.

#### A. WATER

The area within the City is served by the California Water Service Company (Cal Water), and partially by the Wesmilton Water System. It is a requirement of the City's Subdivision Ordinance that Cal Water provide all of the domestic water supply to the City. Residents in the northwest portion of the Planning Area are served by the Wesmilton Water Company (see Figure 16-1).

Cal Water has a total of 13 wells which they operate and maintain in conjunction with the distribution system. Estimated combined pumping capacity of these thirteen wells is estimated to be 10,900 gallons per minute (gpm). Cal Water records show that Selma's peak day consumption to be 706 gallons per capita per day (gpcd) and the average to be 343 gpcd. Historical data indicate that the company can expand the system in response to new developments.

The Wesmilton Water System District covers about 1.5 square miles in the northwest part of Selma. The private company currently has 265 service connections and provides water at a rate of 1700 gallons/minute from three wells. In order to meet current City standards, capacity in Wesmilton's service area would have to be increased to 3210 gallons/minute. This figure is broken down into peak day and fire demand as follows:



SOURCE: CITY OF SELMA

(ALL OTHER AREAS SERVED BY  
CALIFORNIA WATER SERVICE COMPANY)



## Service Area

Peak Day Demand	710 gpm
Fire Flow Demand	2,500 gpm
	<hr/> 3,210 gpm

The fire flow demand of 2500 gpm is that recommended by the Insurance Services Office for multi-level and multi-family structures. In order to meet Selma's water delivery standard of 3210 gpm, service pressure to this area would have to be increased over 50 percent.

The Department of Health Service recently found that the three existing Wesmilton wells were contaminated by the pesticide D.B.C.P. (1, 2 debromo - 3 chloro-propane). The three wells in question had concentrations of D.B.C.P. in excess of the maximum 1 ppb (parts-per-billion) "action level" set by the California State Department of Health. Water with a concentration exceeding the 1ppb "action level" is believed to pose a definite health risk to humans. At present, state and federal policy allow the usage of water having D.B.C.P. in excess of 1 ppb, so long as customers are notified of the risk. The only reasonable, long-term solution to the problem is to tap an uncontaminated aquifer or filter the water by using carbon filters.

## B. WASTE WATER TREATMENT

The Selma-Kingsburg-Fowler County Sanitation District (SKF) was formed in 1971. Construction of the regional waste-water treatment facilities began in 1973, and they were completed and became operational in March, 1975. Shortly after beginning operations, the plant faced the heavy summer food processing season and it was discovered that the facility had insufficient aerator capacity to satisfy the high organic waste loads generated by these industries.

Current flow capacity is 6.5 million gallons per day (mgd); BOD<sub>5</sub> (biochemical oxygen demand, 5-day, 20°C) capacity is 67,000 lb/day. A program to expand capacity to 10 mgd and 104,400 lb/day, respectively, has already been completed.

The District is serving fifteen industrial users, 7,378 residential unit equivalents, six laundromats and 24 restaurants. In the peak season, industrial users contribute 3.4 mgd, or 52 percent of flow, and 84,252 lb/day of BOD<sub>5</sub>, 94 percent of the daily BOD<sub>5</sub> received by the treatment facility during the peak season. The remainder is contributed by commercial and residential users.

According to figures submitted to the SKF Board of Directors in June, 1980, 3,251 (44 percent) of all served residential units were in Selma. The total flow contributed by Selma residential users, therefore, is estimated to be 2.9 mgd. Non-industrial users contribute a very small proportion of BOD<sub>5</sub> to the facility.

The recently completed plant expansion will bring the facility up to its original design capacity. This capacity is projected to provide service to the existing industrial users and a population of 24,000



persons within the District. Assuming that no more industries will be served by the District, a total of 5,300 additional people can be served by the district's expanded capacity.

Based on current available information, capacity of the sewerage within the District will, however, present a constraint on residential growth during the planning period. Industrial development that occurs along the Selma-Kingsburg-Fowler Industrial Corridor will be dependent on the provision of additional, adequate sewerage. Further treatment plant expansion, as well, will be needed within the 20-year planning period to enable any new major industrial users to come on-line at SKF.

#### C. NATURAL GAS AND ELECTRICITY

Pacific Gas and Electric Company (PG&E) provides the electricity for the entire Selma Planning Area and gas to the northern Selma area. The Southern California Gas Company provides natural gas service to residents located east, west and south of Selma. PG&E can and will provide electrical service to any location within the planning area.

PG&E requires 8-12 weeks of lead time on normal construction projects. This normally does not present a problem to consumers because work is generally done between the time that a tentative subdivision map is approved by the city and the final map is recorded with Fresno County.

The only situation in which PG&E could not provide services to a customer within its boundaries would be if no utility easement could be obtained to reach the property. This would result in construction delays and increased lead time to serve the property.

Southern California Gas Company reports no problems in meeting demand in its service area.

#### D. TELEPHONE

Pacific Telephone Company holds a franchise to operate within the State of California. The Public Utilities Commission governs provision of telephone service to the area in and around Selma. It is the company's policy (pursuant to the franchise) to provide service anywhere on demand.

The City of Selma provides the phone company with all subdivision maps and other types of site plans filed with the City. The phone company is usually made aware of any substantial development from six months to one year before time to arrange for service.

When a new development is constructed, the developer is required to provide the trenching for the line. The phone company provides the materials and does all installation work.

In general, Pacific Telephone Company has not had any problems meeting demand in the Planning Area.

## E. SOLID WASTE

The Browning-Ferris Industries collects Selma's solid waste on a contract basis and disposes of it at either the Chestnut Avenue, Orange Avenue or Southeast Regional sites.

Sanitary landfill is currently the only method of refuse disposal allowed in Fresno County at this time. Landfill sites are filling rapidly and the County is seeking solutions to this disposal problem.

## F. STORM DRAINAGE

The City currently uses Consolidated Irrigation District's (CID) irrigation channels and ponding basins (both City and CID owned) for storm drainage. Storm water is pumped into the Centerville and Kingsburg canal, located approximately one mile east of the site for transport out of the City, and diverted into several CID ponding basins. In addition to the disposal of storm water, this allows the collected runoff to percolate into the ground and recharge the groundwater reservoir, a primary function of the basins.

The City's design criteria for the capacity of storm drain systems are as follows:

<u>Use</u>	<u>Storm Frequency of Recurrence (years)</u>
Residential Collection Facilities	2
Outlying Commercial and Industrial	5
Central Commercial	10
Ponding Basins	50 (does not include percolation)

Using these criteria and other applicable design factors, the City completed its "Urbanizing Area Master Plan for Storm Drainage" in 1982, which now directs future drainage projects.

## G IRRIGATION

Irrigation water is provided by the CID, and augmented by a few private wells. Five CID irrigation canals serve the Planning Area: the Fowler-Switch canal, Walnut ditch, Hammer Ditch, Selma Ditch and Warner Ditch.

CID also operates a groundwater recharge basin within the Planning Area. Whenever excess water is available, it is diverted into this basin to percolate into the ground and replenish the groundwater reservoir. Although the groundwater basin is currently in overdraft, CID has been reasonably effective in maintaining groundwater levels via its network of recharge basins.

As the demand on the ponding basins is not predictable, CID has indicated that dual use of the recharge basins for community parks, as proposed by the City's Recreation Element, is not acceptable, primarily due to potential liability problems.

## CHAPTER SEVENTEEN

### HUMAN HEALTH

Table 17-1 tabulates the number of physicians in the Selma Planning Area by specialty. As shown by the Table, there are a total of 20 physicians in the Planning Area, a ratio of approximately 16 physicians per thousand population.

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TABLE 17-1

1982 RESIDENT PHYSICIANS

<u>Specialty</u>	<u>Number</u>
Family Practice	15
Internal Medicine	1
Surgery (General)	1
Obstetrics and Gynecology	2
Pediatrics	1
TOTAL	20

---

Source: Selma District Hospital

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In addition to the resident physicians, residents of Selma have easy access to physicians in both Visalia and Fresno, each less than one-half hour's driving time.

The Selma District Hospital is the short-term acute care facility serving the Selma area. In 1982 there was a total licensed capacity of 65 beds, with the average daily occupancy being 25.6 beds. The hospital also provides outpatient and emergency medical service.

## CHAPTER EIGHTEEN

### AESTHETICS

The City has no single dominant natural aesthetic feature. Being a Valley community located in the "tundra" portion of the Valley, it does not have prominent waterways, water bodies or physical land masses, which usually endow a community with its natural "aesthetic" quality. However, some portions of the "built" environment, over the years, have achieved a high aesthetic quality. Portions of McCall Avenue and Nebraska Avenue provide typical examples of some of the shade-covered roadways in Selma.

Since there are no prominent natural features in Selma which provide actual aesthetic relief, the aesthetic quality of the environment is heavily dependent on the provisions of, and maintenance of, man-made improvements such as parks, landscaping, land use buffers, and attractive streetscapes.



## CHAPTER NINETEEN

### CULTURAL RESOURCES

Archival research of ethno-historical records indicate that Selma was not the home range for any known Native American groups. The area appears to be between the territories of the Wechihit Yokuts and the Wimilchi Yokuts, the former tribe occupying the north bank of the Kings River around Sanger, Centerville and Reedley. The latter tribe inhabited the area around Laton, also on the north bank of the Kings River.

Buildings of historic or architectural value are scattered throughout the community; some, along with historical memorabilia, are also on display at the Pioneer Village Historical Museum.

## CHAPTER TWENTY

### ECONOMIC RESOURCES

The combination of level, fertile soils and a long growing season makes agriculture the primary economic activity of the region. Approximately 3,730 acres, or 58 percent of the land in the Planning Area, is utilized for agricultural production. Principal crops include raisin grapes, nectarines, plums and peaches, all of which are dependent on irrigation. Selma is known as the "Raisin Capital of the World", accounting for more than 95 percent of the national raisin production.

Agricultural is also the basis for most of Selma's industries. Of the total 2,500 persons employed on a seasonal basis, at least 1,949, 78 per cent, were employed directly by agriculture-related industries; of the 1,912 permanent positions, 1,371, 71%, were directly employed by agriculture.

Selma historically experienced a decline in the number of residents employed in the City, indicating that more workers are apparently commuting to jobs outside the Planning Area.

By category of employment, growth of Planning Area employment has been in professional, technical and clerical trades; declines have been recorded in sales, crafts, and related industries. Available data do not permit an accurate tabulation of employment by consistent category for comparative analysis.

Selma has, historically, maintained an enviable second place to the City of Fresno in per capita sales volume among Fresno County cities. Taxable retail sales in 1981 were \$74 million, a 102 percent increase over 1975 sales volumes, exceeding the average increase of 92 percent experienced in Fresno County during the same period. These high per-capita sales figures are primarily attributable to the disproportionate high amount of auto sales in the Selma area.

The Golden State Industrial Corridor, the major existing and planned industrial area in the Planning Area, is encompassed within the spheres of influence of three cities--Selma, Kingsburg and Fowler. The entire corridor is also within the S-K-F County Sanitation District boundaries. Proximity to sewer facilities and direct access to several major transportation systems make this corridor a prime area for industrial development. Plans to ensure compatible development have been established.

Specific boundaries have been established for the Golden State Industrial Corridor. Applications for development within this area are referred to the city within whose sphere of influence the property affected by the application lies. If the property is not readily annexable, the application will be referred to Fresno County. Approval may require stipulation by the appropriate agency that necessary sanitation service will be provided or that such service is not necessary.

The objectives which guide development in this area are:

- o Encourage industrial development within existing cities, where the extensive system of necessary urban services are available;
- o Plan for industrial development in the Golden State Industrial Corridor to maximize appropriate use of transportation facilities and to insure the availability and use of the public facilities and services noted above;
- o Maintain agricultural productivity until conversion to industry is made; and
- o Limit the corridor to properties lying east of Freeway 99, maintaining agriculture west of the freeway.

Implementation of this plan is provided through zoning. Presently undeveloped areas are preserved for future intensive development by permitting limited agricultural activities on parcels of at least 20 acres in size.

Existing industrial uses within Selma are listed on Table 20-1.

TABLE 20-1  
INDUSTRIES IN SELMA

<u>Company</u>	<u>Product</u>	<u>Employees</u>		<u>Employees residing in Selma</u>
		<u>Permanent</u>	<u>Seasonal</u>	
American Raisin Packers	Raisins	6	6	2
Anthony Williams	Garments	7	7	
Bennett & Bennett	Concrete Pipe	na	na	na
Blocklite	Masonry blocks	29	29	
Diamond Meat Co.	Meat	198	198	
Fresno Valves & Castings	Valves & castings	85	85	15
Guardian Industries	Glass	242	242	46
Jacobsen Trailer	Trailer	13	13	
L & H Manufacturing	Farm machinery	12	20	
Manlift	Machinery	415	415	62
Pyramid Packing	Raisins	30	60	
Quinn Company		178	178	28
Sunmaid Raisins	Raisins	550	1000	
Upright Harvester	Farm Implements	122	122	
West Coast Growers	Raisins	25	125	
TOTAL		1912	2500	

Source: Selma Planning Department, 1982  
Selma District Chamber of Commerce



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A P P E N D I X      A

INITIAL STUDY

NOTICE OF PREPARATION

NOTICE OF COMPLETION

NOTICE OF DETERMINATION

NOTICE OF CONSULTATION



CITY OF SELMA  
INITIAL STUDY

NOTE: Includes required information for filing of a Negative Declaration

EIC NO: 82-328

DATE: August 4, 1982

PROJECT NAME: General Plan Amendment No. 82-52 (General Plan Update)

APPLICANT(S) NAME: City of Selma

SUBSEQUENT PERMITS TO BE ISSUED: \_\_\_\_\_

LEAD AGENCY: \_\_\_\_\_

I. ENVIRONMENTAL IMPACT ASSESSMENT  
(Explanations of all "yes" and "maybe" answers are included in Section III.)

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
A. <u>Earth.</u> Will the proposal result in:			
1. Unstable earth conditions or in changes in geologic substructions?	_____	_____	<u>X</u>
2. Disruptions, displacements, compaction or overcovering of the soil?	_____	_____	<u>X</u>
3. Change in topography or ground surface relief features ?	_____	_____	<u>X</u>
4. The destruction, covering or modification of any unique geologic or physical features?	_____	_____	<u>X</u>
5. Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	<u>X</u>
6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	_____	_____	<u>X</u>
7. Exposure of people or property to geologic hazards such as earthquakes, landslides, mud slides, ground failure, or similar hazards?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
B. <u>Air</u> . Will the proposal result in:			
1. Substantial air emissions or deterioration of ambient air quality?	_____	<u>X</u>	_____
2. The creation of objectionable odors?	_____	_____	<u>X</u>
3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
C. <u>Water</u> . Will the proposal result in:			
1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	_____	_____	<u>X</u>
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	_____	<u>X</u>	_____
3. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
4. Change in the amount of surface water in any water body?	<u>X</u>	_____	_____
5. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	<u>X</u>	_____
6. Alteration of the direction or rate of flow of groundwaters?	_____	_____	<u>X</u>
7. Change in the quantity of ground-water, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
8. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	<u>X</u>	_____
9. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	<u>X</u>



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
D. <u>Plant Life.</u> Will the proposal result in:			
1. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	_____	_____	<u>X</u>
2. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
3. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
4. Reduction in acreage of any agricultural crop?	<u>X</u>	_____	_____
E. <u>Animal Life.</u> Will the proposal result in:			
1. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	_____	_____	<u>X</u>
2. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
3. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
4. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>
F. <u>Noise.</u> Will the proposal result in:			
1. Increase in existing noise levels?	_____	<u>X</u>	_____
2. Exposure of people to severe noise levels?	_____	_____	<u>X</u>
G. <u>Light and Glare.</u> Will the proposal produce new light or glare?	_____	_____	<u>X</u>

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
H. <u>Land Use</u> . Will the proposal result in:			
1. A substantial alteration of the present or planned land use of an area?	_____	X _____	_____
2. Conflicts with adopted land use policy for the area in which it is planned?	_____	X _____	_____
3. Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land?	_____	X _____	_____
I. <u>Natural Resources</u> . Will the proposal result in:			
1. Increase in the rate of use of any natural resources?	_____	_____	X _____
2. Substantial depletion of any non-renewable natural resource?	_____	_____	X _____
3. Significant changes in the temperature, flow, or chemical content of surface thermal springs?	_____	_____	X _____
J. <u>Risk of Upset</u> . Will the proposal result in:			
1. A risk of an explosion or the release of hazardous substances (Including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	X _____
2. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	_____	X _____
K. <u>Population</u> . Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	_____	X _____	_____
L. <u>Housing</u> . Will the proposal affect existing housing, or create a demand for additional housing?	_____	X _____	_____
M. <u>Transportation/Circulation</u> . Will the proposal result in:			
1. Generation of substantial additional vehicular movement?	_____	X _____	_____
2. Effects on existing parking facilities, or demand for new parking?	_____	X _____	_____

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
3. Substantial impact upon existing transportation systems?	<u>          </u>	<u>      X      </u>	<u>          </u>
4. Alterations to present patterns or circulation or movement of people and/or goods?	<u>          </u>	<u>      X      </u>	<u>          </u>
5. Alterations to waterborne, rail or air traffic?	<u>          </u>	<u>          </u>	<u>      X      </u>
6. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u>          </u>	<u>      X      </u>	<u>          </u>

N. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

1. Fire protection?	<u>      X      </u>	<u>          </u>	<u>          </u>
2. Police protection?	<u>      X      </u>	<u>          </u>	<u>          </u>
3. Schools?	<u>          </u>	<u>      X      </u>	<u>          </u>
4. Parks or other recreational facilities?	<u>          </u>	<u>      X      </u>	<u>          </u>
5. Maintenance of public facilities, including roads.	<u>      X      </u>	<u>          </u>	<u>          </u>
6. Other governmental services?	<u>      X      </u>	<u>          </u>	<u>          </u>

O. Energy. Will the proposal result in:

1. Use of substantial amount of fuel or energy?	<u>          </u>	<u>      X      </u>	<u>          </u>
2. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<u>          </u>	<u>      X      </u>	<u>          </u>
3. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.	<u>          </u>	<u>      X      </u>	<u>          </u>

4. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives. (To be addressed)

P. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

	YES	MAYBE	NO
1. Power or natural gas?	X		
2. Communications systems?	X		
3. Water?	X		
4. Sewer or septic tanks?	X		
5. Storm water drainage?	X		
6. Solid waste and disposal?	X		

Q. Human Health. Will the proposal result in:

1. Creation of any health hazard or potential health hazard (excluding mental health)?			X
2. Exposure of people to potential health hazards?			X
3. Create a potential public health hazard or involve the use in production or disposal of materials which pose a hazard to people or animal or plant population in the area affected?			X

R. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

	X	
--	---	--

S. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

	X	
--	---	--

T. Cultural Resources. Will the proposal result in:

1. Alteration of or the destruction of a prehistoric or historic archaeological site?		X	
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		X	
3. Potential to cause a physical change which would affect unique ethnic cultural values?		X	



	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
4. Restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u>

## II. MANDATORY FINDINGS OF SIGNIFICANCE

A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

\_\_\_\_\_ X

B. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).

\_\_\_\_\_ X

C. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

\_\_\_\_\_ X

D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

\_\_\_\_\_ X

E. Does the project disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?

\_\_\_\_\_ X

## III. DISCUSSION OF ENVIRONMENTAL EVALUATION

A. Project Description (brief):

See attached.

B. Mitigation Measures (may be attached to this Study separately):

C. Other Relevant Information (may be attached to this Study separately):

Impacts are to be evaluated and discussed in the framework of "service level commitments" needed in order to satisfy growth/development alternatives presented. An Environmental Impact Report will be prepared and will concentrate upon the environmental effects of the General Plan Update on the existing environment. Portions of the EIR will be contained in the General Plan document, as permitted by law.

D. Comments Received (may be attached to this Study separately):

#### IV. DETERMINATION

(To be completed by the Responsible Official, on behalf of the Environmental Impact Review Committee)

On the basis of this initial evaluation:

☐ It is found that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ It is found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☒ It is found that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: August 4, 1982

Signature: James E. Brockett, Chairman

For: Environmental Impact Review Committee

CITY OF SELMA  
GENERAL PLAN UPDATE 1982-85

PROJECT DESCRIPTION

EXISTING SETTING

The City of Selma is located in the central part of Fresno County in the flat San Joaquin Valley, about 15 miles southeast of the Fresno-Clovis Metropolitan Area (See Location Map). Agriculture and related commerce contribute significantly to the local economy. Current estimated population of the City is 11,653, or approximately two percent of the total Fresno County population, which is estimated at 533,124. This reflects a 56 percent increase in City population from the 1970 population of 7,459 (California State Department of Finance, April 1982).

Approximately 6,404 acres lie within the Selma Sphere of Influence and 2,013 acres within the City Limits, as of July 1982. The urban area includes a combination of residential, commercial, industrial, recreational and public lands, with approximately 41% residential, 19% commercial, 3% industrial, 4% recreation and 33% public uses (Selma City Planning Department, Land Use Survey, June 30, 1982). Large amounts of the area between the city limits and the Sphere of Influence boundary are in prime agricultural lands and are largely uncommitted to development at this time. Area within the Sphere of Influence is reserved for future urban uses.

The topography is generally flat and without significant natural features. The soils are of alluvial origin, predominantly sands and sandy loams with good drainage and permeability characteristics, ideal for agriculture and well suited for urban uses. The climate is semi-arid, with long hot dry summers and mild winters which average 82 degrees in summer and 42 degrees in winter. Rainfall averages 11.14 inches per year. The City derives its water supply from 16 wells and has a community sewer system operated by the Selma-Kingsburg-Fowler County Sanitation District. This system serves the three cities and the County unincorporated territory.

The major transportation arteries serving this community are U.S. Route 99, running northwest and southeast, parallel to the Southern Pacific Railroad which diagonally bisects the urban portion of the planning area.

PROJECT DESCRIPTION

This General Plan Update is composed of several required Elements, including Land Use, Circulation, Conservation/Open Space, and Scenic Highways. Other required Elements include Housing (adopted 1981), Seismic Safety (1974), Safety (1974),



and Noise (update in progress). Nonmandated, but adopted Elements include Recreation (1977), and Public Facilities (amended 1979 to include future school sites and in 1982 to include the Urbanizing Area Master Plan for Storm Drainage). Optional Elements such as Public Facilities and Recreation will be partially addressed in this update, in order to assure consistency and comprehensiveness in the General Plan program of the City.

The intent of the update is not to simply restructure the existing Selma General Plan, but rather to combine specific components of the existing Plan Elements with evolving citizen goals and objectives and work towards a more effective and responsive administration of the Plan on a day-to-day basis. This approach implies that broad issues must be identified which deal with growth and development, the need for environmental protection, and other requirements contained in State Law, as well as the unique values and preferences of the community.

The "planning area" is based on defined neighborhood boundaries which correspond, in part, to identified neighborhoods in the City's Housing Element of the General Plan and the adopted grid system for major streets. The policy of the City is to plan on the basis of square mile grids corresponding to arterial streets, both existing and planned, and in conjunction with aerial photo overlays of one square mile each. Some additional land has been included in neighborhood areas and outside the Sphere of Influence in some cases (see planning area map), and in response to this adopted policy.

The planning effort is intended to be summarized in three separate documents: 1) a Background Document which is to serve as base data for environmental assessment. It will contain information on the physical and environmental setting of the planning area; 2) the General Plan Update, which is to consist of goals, objectives, policies, plan alternatives, standards, and implementation programs; 3) the Environmental Impact Report, which is to consist of a discussion of impacts, mitigation measures, and alternatives pursuant to CEQA. The Environmental Impact Report is intended to address the entire General Plan and provide reference information for other agencies and districts.

#### PROBABLE ENVIRONMENTAL EFFECTS

As provided for in the State CEQA Guidelines, the focus of this report will be limited to those specific issues and concerns identified as possible significant impacts in the Initial Study. These issues and concerns will include, but not be limited to:

- . Agricultural land conversion
- . Growth Inducement (population, housing)
- . Land use



- . Traffic generation
- . Hydrology and water quality
- . Public services, facilities, and service levels appropriate to projected population levels
- . Noise
- . Energy use
- . Air Quality

In addition, archeological significance of the planning area, historical buildings and facilities, and traffic projections for major streets is intended to be addressed in order to eliminate the need for duplication of this kind of information in future projects and grant applications.

Finally, it should be noted that the City and other agencies have generated, or caused to be generated, a significant amount of planning information for which the consulting firm of Quad Consultants has been retained to evaluate and synthesize into this General Plan Update.



SELMA GENERAL LOCATION MAP





# City of Selma

1814 TUCKER STREET  
SELMA, CALIFORNIA 93662

April 13, 1983

Department Planning

FROM: Planning Department, City of Selma

SUBJECT: Notice of Preparation of Draft Environmental Impact  
Report Pursuant to California Administrative Code,  
Title XIV, Sections 15035.7, 15054.3, 15066, and 15148.  
Reference: SCH #820801204.

We provided you with a Notice of Consultation during the preparation of the Selma General Plan Update. The documents are now in draft form. They are being sent to you, since you indicated an interest in receiving them.

In response to the notice, please review your agency or district's area of concern. Make any comments regarding the documents and their adequacy in addressing the scope of your agency's concern with respect to the City of Selma. Please keep in mind that a General Plan EIR must consider the existing environment and what that environment will be like within the framework of time that the plan is prepared for. Typically, a general plan is prepared for a 20 year period of time, with anticipated updates every five years.

Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for projects. Your response must be received at the earliest possible date but no later than May 20, 1983, at 5:00 p.m. Send all responses to the attention of the Planning Department, City of Selma, 1814 Tucker Street, Selma, Ca. 93662.

In sending your comments, please make certain to provide a name and telephone number for the person to contact in the event that we need clarification regarding your comments.

Very truly yours,

*King Patrick Leonard*  
KING PATRICK LEONARD  
Planning Director

KPL/ms

cc: Quad Consultants, Attn: Randall J. Zeeb, Project Director  
5601 W. Hillsdale, Visalia, Ca. 93277

Enclosures: General Plan (draft) Environmental Background  
Document (draft), Map, List of Agencies, Districts  
and Organizations notified.

Administration — (209) 896-1064

City Clerk — (209) 896-1064

Planning — (209) 896-7282

Building Inspection — (209) 896-7280

Recreation — (209) 896-1064



PUBLIC NOTICE  
NOTICE OF COMPLETION

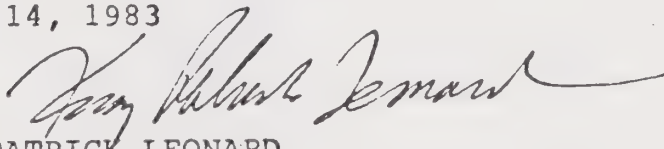
This notice is provided to the public in order to indicate the availability of a Draft Master Environmental Impact Report which has been completed pursuant to the requirements of the California Environmental Quality Act, as amended, and the Selma City Environmental Impact Review Committee Guidelines. Reference is hereby made to California Administrative Code, Title XIV, Sections 15035.7, 15054.3, 15066 and 15148. This Draft Environmental Impact Report describes the environmental impact that can be anticipated from updating the Selma General Plan. Included in this General Plan Update are all of the necessary requirements for completion of a Master Environmental Impact Report. The General Plan Update consists of two documents and a map. The Environmental Background Document describes the existing environment and expected trends. The second document is the policy, plan and program proposals of the General Plan. A map is also included to show the ultimate (20 year) plan for the City and surrounding Sphere of Influence.

The General Plan Update documents are available for public inspection at the Selma Branch of the Fresno County Public Library. Copies of this information are also available at the Selma City Planning Department during normal business hours. The Planning Department staff is available to assist anyone wishing to review the public records..

A review period has been established for receiving comments. This review period will expire on May 20, 1983 at 5:00 p.m. All comments must be received in writing. This review period coincides with the date established by the State of California for review of these documents.

Further notice will be given regarding public hearings to be held for the purpose of providing the public with an opportunity to comment on the General Plan and Environmental Document. SE HABLA ESPANOL!

April 14, 1983



KING PATRICK LEONARD  
Responsible Official

(April 21, 1983)

SUPERIOR COURT OF CALIFORNIA, COUNTY OF FRESNO

PUBLIC NOTICE

NOTICE OF CONSULTATION

CASE NO. \_\_\_\_\_

DECLARATION OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA

COUNTY OF FRESNO

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the publisher of **THE SELMA ENTERPRISE**, printed and published in the City of Selma, County of Fresno, State of California, weekly, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of July 8, 1952 in Action No. 86,769; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

August 26, 1982

I declare under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Selma, California.

on August 26, 1982

Bertha A. Snow

**PUBLIC NOTICE  
NOTICE OF CONSULTATION**

Pursuant to the California Environmental Quality Act, this notice is to inform the public that the City of Selma is in the process of updating the Selma General Plan, Land Use, Circulation, Scenic Highways, and Conservation Elements. Other amendments to required Elements of the General Plan may be recommended by the Selma City Planning Commission to assure consistency within the General Plan, as required by law. An Environmental Impact Report is being prepared for this General Plan Update.

The designated state review period will elapse on September 29, 1982, at 5:00 p.m., by which time written comments to this notice must be received.

The public may respond to this notice as follows:

1. Interested persons may inform the city if they believe an amendment of the General Plan could result in impacts on the environment. Comments must be received in writing and must specifically address environmental concerns. An Environmental Concern Checklist may be obtained at city hall, planning department, for your convenience.

2. Interested persons may review the Background Document (Phase I) and the Initial Study as approved by the Environmental Impact Review Committee. The Background Document describes the existing environment of Selma and its planning area. The Initial Study suggests the environmental concerns that will be addressed.

3. Interested persons may request a change in designation of land use or change in zone designation where they wish to use land for purposes other than as prescribed in the existing General Plan and Zoning Ordinance. All requests will be considered by the General Plan Advisory Committee.

4. Interested persons may call the city hall and request an appointment to discuss any aspects of the General Plan and zoning conformity requirements with the planning department staff.

5. Interested persons may review the existing General Plan prepared in 1974, the Background Document as completed in July 1982, and the Initial Study for preparation of the Environmental Impact Report for the General Plan. These documents are on display at the Selma branch of the Fresno County Public Library and at the Selma City Hall, Planning Department.

Meetings of the General Plan Advisory Committee will be taking place during the next few months, until such time as the committee, staff, and consultant have arrived at a consensus on the alternatives to be presented to the planning commission. If anyone is specifically interested in attending these meetings, they may contact the Selma City Planning Department and have their names added to the notification list.

AN IMPORTANT PART OF THE GENERAL PLAN UPDATE PROCESS IS INVOLVEMENT OF THE PUBLIC. You may contact the Selma City Planning Department for assistance and information at (209) 896-7282 between the hours of 8:00 a.m. and 12:00 p.m. and 1:00 p.m. and 5:00 p.m., Monday through Friday. SE HABLA ESPANOL.

To respond to this notice in writing, please address comments to:

Selma City  
Planning Department  
1814 Tucker Street  
Selma, CA 93662

Date: August 23, 1982  
/s/ KING PATRICK LEONARD  
Planning Director  
(Aug. 26, 1982)



FILED

AUG - 2 1983

NOTICE OF DETERMINATION

E-4472

TO: FRESNO COUNTY CLERK  
Fresno, County Clerk  
P. O. Box 1628 DEPUTY  
Fresno, CA 93717

FROM: City of Selma  
1814 Tucker Street  
Selma, CA 93662

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

GENERAL PLAN UPDATE - 1983

General Plan Amendment No. 82-52

Project Title

#82081204 King Patrick Leonard, Planning Director (209) 896-7282

State Clearinghouse Number Contact Person Telephone Number  
(If submitted to Clearinghouse)

City of Selma Sphere of Influence

Project Location

Long Range Policy Plan, Specific Plans, Airport Master Plan (PUC Sec. 21675),  
Project Description  
Environmental Background Document, Maps

This is to advise that the City of Selma  
(Lead Agency or Responsible Agency)  
has approved the above described project and has made the following  
determinations regarding the above described project:

1. The project xxx will,     will not, have a significant effect on the environment.
2. xx An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

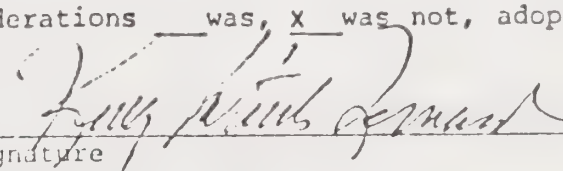
    A Negative Declaration was prepared for this project pursuant to the provisions of CEQA

The EIR or Negative Declaration and record of project approval may be examined at:

Selma City Hall  
1814 Tucker Street, Selma, Ca. 93662

3. Mitigation measures x were,     were not, made a condition of the approval of the project.
4. A statement of Overriding Considerations     was, x was not, adopted for this project.

Date Received for Filing:

  
Signature  
KING PATRICK LEONARD  
Planning Director  
Title





A P P E N D I X      B

RESPONSES TO NOTICE OF CONSULTATION





# City of Selma

1814 TUCKER STREET  
SELMA, CALIFORNIA 93662

August 15, 1983

SELMA CITY  
PLANNING DEPT  
AUG 15 1983  
RECEIVED

Department Administration

Mr. Donald W. Gouge, Secretary  
Airport Land Use Commission  
4475 East Kings Canyon Road  
Fresno, Ca. 93702

SUBJECT: Selma General Plan

Dear Mr. Gouge:

Attached is a certified copy of the City Council's Resolution No. 2087. Please note the adoption of the Airport Land Use Commission's recommendations as noted in your letter of July 20, 1983.

The final printed General Plan documents will incorporate the policy plan and recommended Land Use Policy Plan for the Selma Aerodrome. Our staff will proceed to amend the Northwest Specific Plan and Map, to include the required information so as to assure consistency as required by law.

Very truly yours,

*Nicholas A. Pavlovich*

NICHOLAS A. PAVLOVICH  
City Administrator

NAP/KPL/ms

Enclosure: City Council Resolution No. 2087

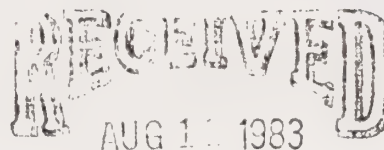
cc: Planning Director

County of



AIRPORT LAND USE COMMISSION

July 20, 1983



Mr. Nickolas Pavolovich  
City Administrator  
1814 Tucker Street  
Selma, CA 93662

CITY OF SELMA  
ADMINISTRATION

Dear Mr. Pavolovich:

Subject: Consistency Determination - Selma General Plan and Northwest Specific Plan.

In accordance with Section 21670, et seq, of the California Public Utilities Code, the Selma General Plan and the Northwest Specific Plan were referred to the Fresno County Airport Land Use Commission (ALUC) for a determination of consistency with the land use policy plan adopted by the ALUC for the Selma Aerodrome airport. The ALUC found the Selma General Plan to be technically consistent in that it incorporates, by reference, the land use policy plan for the Selma Aerodrome. However, the ALUC recommends that the City Council incorporate the policy plan in an Appendix to the General Plan. The ALUC found the Northwest Specific Plan to be inconsistent with the policy plan and recommended the land use policy plan for the Selma Aerodrome be incorporated into the Specific Plan.

In accordance with Section 21676 of the California Public Utilities Code, the Selma City Council must either amend its General and Specific Plans or overrule the ALUC by a two-thirds vote by December 31, 1983. Should the City Council take action to make changes in the reference to the land use policy plan, these changes must be referred to the ALUC for a determination of consistency.

Attached for your records is a copy of Resolution No. 52 recording the ALUC action and a copy of the minutes of the July 11, 1983, meeting. If you have any further questions, please call me at 453-3896.

Sincerely,

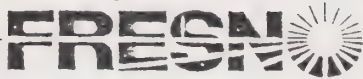
Donald W. Gouge, Secretary  
Airport Land Use Commission

DWG:RAK:as  
0875C-5

Attachments (2)



County of



## AIRPORT LAND USE COMMISSION

Date: July 11, 1983

To: Airport Land Use Commission

From: Donald W. Gouge, Secretary

Subject: SELMA GENERAL PLAN AND NORTHWEST SPECIFIC PLAN (SELMA) -  
DETERMINATION OF CONSISTENCY WITH SELMA AERODROME LAND USE  
POLICY PLAN (K30010, K30029)

### Introduction

The California Public Utilities Code and Government Code require local agencies to refer existing general and specific plans to the Airport Land Use Commission (ALUC) for areas covered by land use compatibility plans adopted by the ALUC as of July 1, 1983. The ALUC in turn, must review and act upon the referred plans by August 31, 1983. If the plans are determined to be inconsistent with the ALUC plan, the local agency has until December 31, 1983, to amend its plan or to overrule the ALUC.

The City of Selma has submitted to the ALUC its General Plan and the Northwest Specific Plan for determination of consistency with the land use policy plan (adopted by the ALUC on January 10, 1983) for the Selma Aerodrome.

### Facts

The soon to be adopted Selma General Plan will incorporate the ALUC Land Use Policy Plan by reference. Selma's Northwest Specific Plan was adopted ten months prior to adoption of the ALUC plan, and therefore makes no reference to airport related issues except to identify the outer approach surface and the 150 foot height contour. Because the type of development envisioned within the Primary Review Area Boundary is identical for both plans, the adoption of the Selma General Plan will provide a development review guide that is technically consistent with the ALUC Land Use Policy Plan. This should compensate for the limited reference to airports made by the Northwest Specific Plan.

### Analysis

- The Primary Review Area Boundary and the 55 CNEL contours for both the current year and the year 2000 should be shown on both General and Specific Plan maps so that any development proposal falling within those areas can be easily identified and referred to the ALUC for review prior to local agency action.

The Selma General Plan's reference to uses in areas affected by aircraft operations should be moved from the Residential Uses Policy Section to the General Policies Section, since the reference and accompanying table refer to more than just residential uses.

Memo - ALUC  
Page 2  
July 11, 1983

The Northwest Specific Plan's limited references to land use and airport relationships are not adequate for evaluating the consistency of development proposals with airport land use policies.

Both plans designate a small area within the Outer Approach Zone for future residential use. The lowest residential density defined in the plans would allow up to five dwellings units per acre. The ALUC policy plan specifies that residential densities in the outer approach zone not exceed two dwelling units per acre with 20% of the area left open.

#### Conclusion

The Selma General Plan, which will adopt the ALUC Land Use Policy Plan by reference, will be technically consistent. The ALUC Land Use Policy Plan should be included in the Selma General Plan as an appendix. That would make the review of development proposals easier and would assure the timely referral of appropriate proposals to the ALUC.

The Northwest Specific Plan is inconsistent with the ALUC Land Use Policy Plan. However, because the General and the Northwest Specific Plans envision identical development scenarios, and the General Plan will adopt the ALUC Policy Plan by reference, the inconsistency of the Specific Plan will be compensated for.

#### Recommended Actions

1. Determine that the Selma General Plan is technically consistent with the ALUC's Land Use Policy Plan for the Selma Aerodrome, and that Selma's Northwest Specific Plan is not.
2. Recommend to the Selma City Council that the provisions of the land use policy plan for the Selma Aerodrome be incorporated as an appendix to the Selma General Plan and be incorporated into the Northwest Specific Plan.

RLB:as  
0814C-22

FRESNO COUNTY  
AIRPORT LAND USE COMMISSION  
RESOLUTION NO. 52

WHEREAS, Section 21670, et seq., of the California Public Utilities Code and Section 65302.3 of California Government Code require local agencies to submit to the Commission general and specific plans which are located within the planning boundaries of airport land use plans adopted by the Commission; and

WHEREAS, said Codes require the Commission to make a finding of consistency between said general and specific plans and the Commission's adopted land use plans; and

WHEREAS, the City of Selma submitted the Selma General Plan and the Northwest Specific Plan for said determination of consistency with the land use policy plan for the Selma Aerodrome; and

WHEREAS, the Selma General Plan incorporates, by reference, the provisions of the Selma Aerodrome Land Use Policy Plan and the Northwest Specific Plan does not contain these provisions; and

WHEREAS, in the form and manner provided by law, this Commission at its meeting of July 11, 1983, heard all oral and written evidence and objections which were made, presented or filed, and all persons present were given an opportunity to hear and be heard.

NOW, THEREFORE, BE IT RESOLVED that this Commission finds the Northwest Specific Plan referred to the Commission by the City of Selma to be inconsistent with the land use policy plan adopted by the Commission for the Selma Aerodrome.

BE IT FURTHER RESOLVED that this Commission finds the Selma General Plan to be consistent with the land use policy plan adopted for the Selma Aerodrome.

BE IT FURTHER RESOLVED, that this Commission recommends to the Council of the City of Selma that the provisions of the land use policy plan for the Selma Aerodrome be incorporated as an appendix to the Selma General Plan and be incorporated into the Northwest Specific Plan.

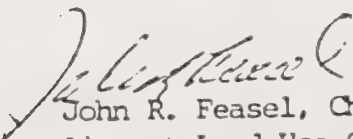
Adopted, the 11th day of July, 1983, upon motion by Commissioner Bolt, seconded by Commissioner Scrivner, and by the following vote:

AYES: Commissioners Bolt, Scrivner, Abrahamian, Feasel, Kilpatrick

NOES: None

ABSTAINED: Commissioner Kitihara

ABSENT: Commissioner Doig

  
John R. Feasel, Chairman  
Airport Land Use Commission



Fresno County  
Airport Land Use Commission  
Minutes  
July 11, 1983

The Fresno County Airport Land Use Commission met in the Hall of Records, Board of Supervisors' Chambers, Fresno, on July 11, 1983. The meeting was called to order by Chairman Feasel at 2:04 p.m., and roll was called.

The following members were present:

Kenneth Abrahamian  
Jack Bolt  
Dale Doig  
John Feasel

James Kilpatrick  
George Kitihara  
Keith Scrivner

The minutes of June 6, 1983, were approved as submitted.

GENERAL PLAN REFERRAL HEARING: CITY OF FRESNO - FRESNO AIR TERMINAL ENVIRONS  
AREA SPECIFIC PLAN, MCLANE COMMUNITY PLAN AND REZONING APPLICATION NO. 6830

Staff introduced the proposed amendment to the City of Fresno McLane Community Plan, Fresno Air Terminal Environs Area Specific Plan and the Zoning Ordinance referred to the Commission for a determination of consistency. J. Carl Motscheidler and Charles Hall, representing the proponents, spoke in favor of the project and presented information disputing staffs calculations as to potential population density on the site. Mike Sevrin of the Fresno City Airports Department staff answered questions posed by the Commissioners. Jim Woodward, a property owner at the southeast corner of Cedar and Shields, spoke in opposition to the proposed amendment.

Upon motion by Commissioner Scrivner, seconded by Commissioner Doig, the Commission found the proposal to be consistent with the objectives and policies of the Fresno Air Terminal Environs Area Plan and adopted Resolution No. 49. Commissioner Abrahamian abstained.

Commissioner Doig left the meeting at this time.

DISCUSSION: COALINGA

This item was continued from the June 6, 1983, special meeting. Discussion concerned the inability of Coalinga to meet the deadline established by AB2920 due to the results of the earthquake. The consensus of the Commission was to further discuss the subject at the August 22, 1983, special meeting.

PRESENTATION: FRESNO GENERAL PLAN UPDATE

Jan Ruhl, of the Fresno City Development Department staff, gave a presentation on the highlights of the 1983 General Plan being prepared by the City of Fresno. This was an informational item.



## Memorandum

To: Ron Bass  
Executive Officer  
State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

Date May 6, 1988

File:

From: DEPARTMENT OF TRANSPORTATION  
DIVISION OF AERONAUTICS

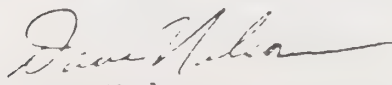
Subject: Project Review - General Plan Update - City of Selma - Draft  
Environmental Impact Report (DEIR) - SCH #82081204

The proposal is the update of the following elements of the City of Selma's General Plan: Land Use, Circulation, Conservation, and Public Facilities. Implementation stresses infill and redevelopment. Included in the latter element is a discussion of the Selma Airport, located two miles northwest of Selma.

The environmental document indicates that the airport is adjacent to Rockwell Pond and is surrounded by agricultural land uses. There is the suggestion made that the absence of additional land for adequate expansion of the airport may lead to the relocation of the public-use facility to a new site in the future. Inasmuch as any future development that may affect the usability of the airport are to be referred to the Fresno County Airport Land Use Commission, our concerns regarding significant noise and safety impacts from airport flight operations appear to be alleviated.

We note the County Regional Transportation Plan recommends an emergency medical heliport to be located at either the Selma District Hospital or Kingsburg District Hospital. This will require a heliport permit from this Department, and the proponent is advised to contact Ms. Kimberley Clemans at (916) 322-9952 for permit assistance.

MARK F. MISPADEL, Chief  
Division of Aeronautics



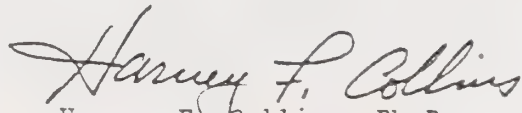
Dave Nelson  
Environmental Review Section

RECEIVED  
MAY 12 1988

State Clearinghouse

APR 26 1983

For any questions regarding the above comment, please contact  
Mr. Gunter A. Redlin, Supervising Sanitary Engineer, State Department of  
Health Services, 5545 East Shields Avenue, Fresno, CA 93727  
(Telephone: 209-445-5321).

  
Harvey F. Collins, Ph.D.  
Deputy Director

cc: Fresno County Health Department  
Regional Water Quality Control Board

RECEIVED  
APR 26 1983

State Clearinghouse

# Memorandum

To : Ron Bass  
State Clearinghouse  
1400 - 10th Street, Room 121

Date : APR 26 1983

Subject: SCH #82081204  
City of Selma  
General Plan  
Update

From : Environmental Health Division  
714 P Street, Room 430  
322-2308

FRESNO COUNTY

The Sanitary Engineering Branch of the State Department of Health Services has reviewed the above-subject matter. Two documents were reviewed:

- a. City of Selma - General Plan Update 1982-83, prepared by the Selma Planning Department and Quad Consultants, February 1983.
- b. City of Selma - General Plan, prepared by Quad Consultants, December 1982.

We comment as follows:

1. General Plan Update Document

The groundwater quality discussion in Chapter 4 does not at all address the DBCP groundwater contamination as it affects Fresno County in general and the area in and around Selma in particular. We do believe that Selma is located in a "problem area" as borne out by DBCP well contamination now affecting wells of the California Water Service Company, and the Wesmilton Water Company, also numerous private domestic water wells in and around the City of Selma. We also believe that a groundwater quality problem has been tentatively identified in the vicinity of Selma Pressure Treating Company near Golden State and Dockery.

In Chapter 16, there is a discussion of both the California Water Service Company and Wesmilton Water Company. Two parts should be clarified.

- a. Wesmilton Water Company has 3 wells all of which are affected by the DBCP groundwater contamination. All three wells have exceeded our 1.0 ppb Action Level.
- b. California Water Service Company has 14 wells, three of which are affected by the DBCP groundwater contamination. One well has exceeded our 1.0 ppb Action Level.

2. General Plan Document

We have no comments.



# State of California

GOVERNOR'S OFFICE  
OFFICE OF PLANNING AND RESEARCH  
1400 TENTH STREET  
SACRAMENTO 95814

GEORGE DEUKMEJIAN  
GOVERNOR

May 16, 1985

King Leonard,  
Planning Director  
City of Selma  
1814 Tucker Street  
Selma, CA 95662

SELMA CITY  
PLANNING DEPT

MAY 18 1985

RECEIVED

Subject: SCH# S2081204 General Plan Update

Dear Mr. Leonard:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) attached. If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agency(ies).

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the commenting agency(ies) by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal. App. 3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted. The responses must show factors of overriding significance which required the suggestion or comment to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (CEQA Guidelines Section 15088 and 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk. Please contact Debora Fudge at (916) 445-0613 if you have any questions about the environmental review process.

Sincerely,

*Ron Bass*

Ron Bass, Director  
State Clearinghouse

cc: Resources Agency  
attachment



Any emergency medical heliport proposed at the Selma District Hospital will be the subject of a permit application to the Department of Transportation, Division of Aeronautics.

5. SELMA UNIFIED SCHOOL DISTRICT

Corrections and recommended changes for pages 34 and 35 are accepted and incorporated into the final EIR as submitted by the Selma Unified School District.

RESPONSE TO COMMENTS  
DRAFT EIR  
GENERAL PLAN UPDATE  
June 1, 1983

SELMA CITY  
PLANNING DEPT  
JUN 2 1983  
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1. STATE OF CALIFORNIA, OFFICE OF PLANNING AND RESEARCH  
(SCH #82081204)

Responses to each agency comments are provided as a good faith, reasoned analysis and, where appropriate, include empirical data or explanatory information.

2. STATE OF CALIFORNIA, DEPARTMENT OF HEALTH SERVICES

- a. The Wesmilton water company has three wells affected by DBCP groundwater contamination. Health Department action may require closure of wells exceeding the 1.0 ppb Action Level if DBCP is persistent. Specific action to cleanse or close wells due to contamination is beyond the scope of the General Plan Update; however future growth into areas served by DBCP contaminated wells may be terminated or suspended until potable water supply is available.
- b. The California Water Company has three wells affected by DBCP groundwater contamination. Action taken may be similar to that noted in "1" above.

3. STATE OF CALIFORNIA, PUBLIC UTILITIES COMMISSION

The General Plan Update incorporated the recently adopted Circulation Element (1982, TJKM Transportation Consultants) in which investigations of circulation and existing and proposed rail crossings were included. Public meetings were held and alternatives considered prior to the approval of the Element. The study concluded that major grade separations were not warranted at this time.


4. STATE OF CALIFORNIA, BUSINESS, TRANSPORTATION AND HOUSING AGENCY

Future relocation or redevelopment of the Selma Airport will be subject to review and approval by the Fresno County Land Use Commission and will comply with adopted noise and safety regulations.

M E M O R A N D U M

April 27, 1983

SELMA CITY  
PLANNING DEPT  
APR 27 1983  
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TO: KING P. LEONARD, PLANNING DIRECTOR  
  
FROM: JAMES E. BROCKETT, CHIEF OF POLICE  
SUBJECT: REVIEW OF GENERAL PLAN

I have reviewed both drafts of the General Plan Environmental Assessment and the General Plan. The only area that I found that should be corrected is as follows:

- I. Draft of Selma General Plan, page 19, Police Service is incorrect.

That section should be corrected to read as it is stated under "B" POLICE, on page 35 of the General Plan Environmental assessment document, as this is the current correct information.

County of

**FRESNO** 

SELMA CITY  
PLANNING DEPT

OCT 28 1982

**RECEIVED**

**Planning Department**

R. Ann Siracusa, Director

October 26, 1982

Mr. King Leonard  
City of Selma  
1814 Tucker Street  
Selma, CA 93662

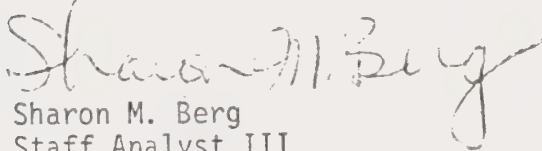
Dear Mr. Leonard:

Subject: General Plan Update, 1982

The background document and working paper for the Selma General Plan update, 1982 appear to be complete and to include those areas required by the General Plan Guidelines and CEQA.

We appreciate the opportunity to review these documents and will look forward to seeing the final report.

Sincerely,



Sharon M. Berg  
Staff Analyst III

SMB:eh



BOARD OF TRUSTEES

# Selma Unified School District

ADMINISTRATION

BOB PETERSEN  
President

J. Frank Parks Education Center

STEVE E. BOJORQUEZ, Ed.D.  
Superintendent

JIM STEPHENSON  
Vice President

3036 THOMPSON AVENUE — SELMA, CALIFORNIA 93662

LAWRENCE R. WILDER, Ed.D.  
Assistant Superintendent  
Instruction Personnel

DON TOW  
Clerk

TELEPHONE (209) 896-6500

HENRY C. BROCK III, Ph.D.  
Assistant Superintendent  
Business Support Services

ROBERT CROSS  
Member

DWIGHT NELSON  
Member

April 28, 1983

SELMA CITY  
PLANNING DEPT  
APR 29 1983  
RECEIVED

King Leonard  
Planning Director  
City of Selma  
1814 Tucker Street  
Selma, California 93662

Dear King:

I have reviewed the draft of the Selma General Plan update as it relates to school facilities. I have made some corrections and have included some recommended changes for pages 34 and 35 of the document. I believe the Selma General Plan would be much more accurate if it included this updated information.

If you have any questions regarding these corrections, please contact me.

Yours truly,



Steve E. Bojorquez, Ed.D.  
District Superintendent

SEB:pm

Attach.

# Memorandum

To: Ron Bass  
Executive Officer  
State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

Date: May 6, 1983

File:

From: **DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF AERONAUTICS**

Subject: Project Review - General Plan Update - City of Selma - Draft  
Environmental Impact Report (DEIR) - SCH #82081204

The proposal is the update of the following elements of the City of Selma's General Plan: Land Use, Circulation, Conservation, and Public Facilities. Implementation stresses infill and redevelopment. Included in the latter element is a discussion of the Selma Airport, located two miles northwest of Selma.

The environmental document indicates that the airport is adjacent to Rockwell Pond and is surrounded by agricultural land uses. There is the suggestion made that the absence of additional land for adequate expansion of the airport may lead to the relocation of the public-use facility to a new site in the future. Inasmuch as any future development that may affect the usability of the airport are to be referred to the Fresno County Airport Land Use Commission, our concerns regarding significant noise and safety impacts from airport flight operations appear to be alleviated.

We note the County Regional Transportation Plan recommends an emergency medical heliport to be located at either the Selma District Hospital or Kingsburg District Hospital. This will require a heliport permit from this Department, and the proponent is advised to contact Ms. Kimberley Clemans at (916) 322-9952 for permit assistance.

MARK F. MISPAGE, Chief  
Division of Aeronautics



Dave Nelson  
Environmental Review Section

RECEIVED

MAY 12 1983

State Clearinghouse



ADDRESS ALL COMMUNICATIONS  
TO THE COMMISSION  
CALIFORNIA STATE BUILDING  
SAN FRANCISCO, CALIFORNIA 94102  
TELEPHONE (415) 557-1283  
A. S. Chhina

## Public Utilities Commission

STATE OF CALIFORNIA

May 11, 1983

FILE NO. 183-10 EIR/  
SCH #82081204

Debora Fudge  
State Clearinghouse  
1400 Tenth Street, Room #121  
Sacramento, CA 95814

RECEIVED  
MAY 13 1983

State Clearinghouse

Dear Ms. Fudge:

This refers to your request for review of the City of Selma, General Plan Update.

The City of Selma is diagonally bisected by the Southern Pacific Transportation Company's main line tracks and there are approximately eight at-grade railroad-highway crossings within the City limits. The railroad track crossings may have considerable impact on the traffic circulation within the City of Selma. We feel that the General Plan has not adequately addressed the railroad crossing matters.

The environmental analysis should include traffic safety, congestion and delay at the crossings. The traffic circulation analysis should include impacts and adequacy of railroad crossings. Investigation should be made to determine convenience and necessity of all the railroad crossings in the City and unjustified crossings should be eliminated. Provisions should be made for grade separation at streets with major traffic growth.

Any project involving a new or altered railroad-highway crossing requires authorization from the California Public Utilities Commission. Application and environmental requirements for such a project are set forth in Rule 38 and Rule 17.1, respectively, of the Commission's Rules of Practice and Procedure (Title 20 of the California Administrative Code).

Should you need further assistance in this matter, please feel free to contact the Commission staff.

Very truly yours,

*William L. Oliver*

WILLIAM L. OLIVER, Principal  
Railroad Operations & Safety Branch  
Transportation Division

- b. Mr. Gouge pointed out that the 1984 calendar of meetings should be on the October 17 agenda. He requested the Commissioners review their schedules for possible conflicts with an eye towards meeting more frequently than called for in the By-Laws.
- c. Mr. Gouge read a letter concerning money being borrowed from the State Aeronautics Fund. The Commission directed that a letter to the State legislators be prepared for the Chairman's signature.

The meeting was adjourned at 3:59 p.m.

Respectively Submitted,



Donald W. Gouge, Secretary  
Fresno County Airport Land Use Commission

DWG:RAK:as

0856C-22

7/20/83

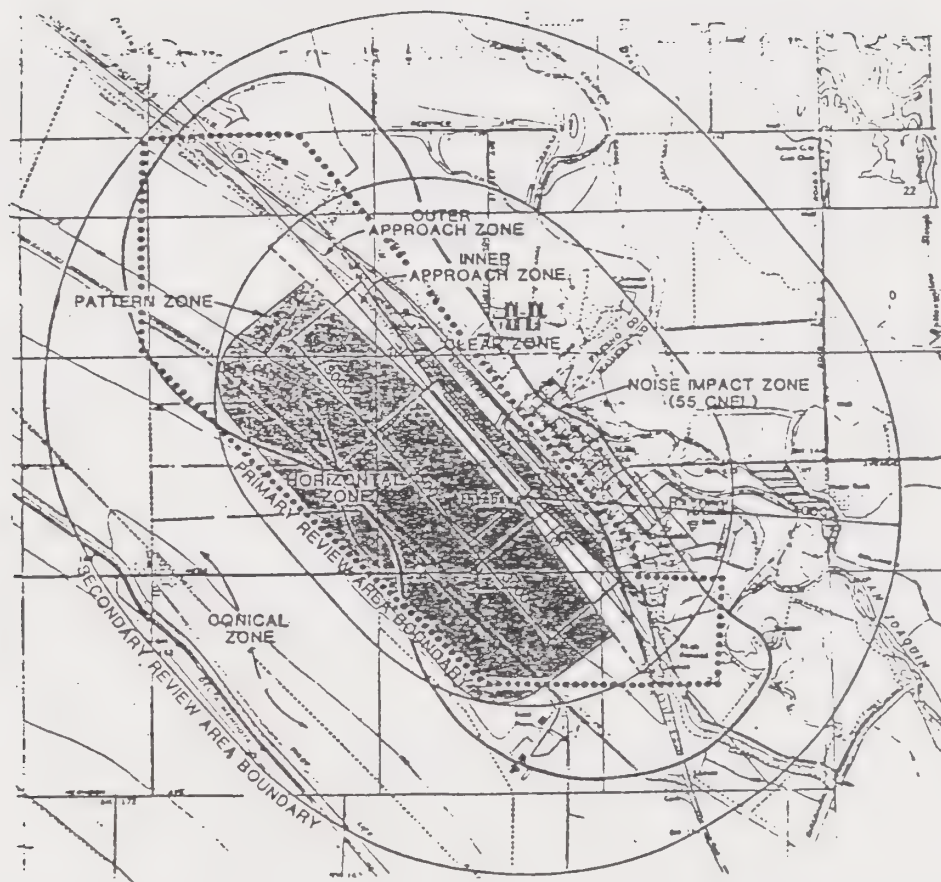


A P P E N D I X      C

FRESNO COUNTY AIRPORTS LAND USE PLAN, 1983



# FRESNO COUNTY AIRPORTS LAND USE POLICY PLAN



Fresno County  
Airport Land Use Commission  
January 1983

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## AIRPORT LAND USE POLICY PLAN

This Policy Plan sets forth the criteria which the Fresno County Airport Land Use Commission will use in evaluating general and specific plans, zoning ordinances, building regulations, and airport master plans proposed for adoption or amendment in the vicinity of four public-use general aviation airports in the County of Fresno. These airports are:

~~Firebaugh Municipal Airport~~  
~~Mendota Municipal Airport~~  
~~Reedley Municipal Airport~~  
Selma Aerodrome

Additionally, the adopted Policy Plan is intended to give public agencies and the general public an indication of the nature and extent of the Commission's involvement in airport land use planning.

The statutory authority for establishment of the Fresno County Airport Land Use Commission and its adoption of procedures and policies is provided by the California Public Utilities Code, Sections 21670-21678 (Chapter 4, Article 3.5).

The Commission functions primarily in a review capacity. Proposals for the adoption or amendment of general and specific plans, zoning ordinances, building regulations, and airport master plans are to be referred to the Commission prior to final action being taken by the appropriate governing body.

The following section presents policies addressing land use compatibility with airports' noise, airspace protection, safety, and general nuisance impacts. The final section indicates the specific types of projects which are subject to Commission review and establishes the geographic limits of the area within which projects are to be referred to the Commission for review.

### Land Use Compatibility Policies

#### A. Noise

1. Airport/land use noise compatibility shall be evaluated in terms of the Community Noise Equivalent Level (CNEL), as defined in Title 21 of the California Administrative Code.
2. The maximum noise exposure which shall be considered normally acceptable for residential areas is 60 dBA CNEL. The residential area criterion establishes the baseline from which noise compatibility for other land uses shall be evaluated.

3. The relative acceptability or unacceptability of particular land uses with respect to the noise levels to which they would be exposed is indicated in the "Airport/Land Use Noise Compatibility Criteria" matrix, Table 1, page 3. These criteria shall be the principal determinants of whether a proposed land use is compatible with the noise impact from nearby airport, but special circumstances which would affect the specific proposal's noise sensitivity (e.g., the extent or lack of outdoor activity) also shall be taken into account.
4. One of the conditions for approval of a land use which is "marginally acceptable" or "normally unacceptable" for the given noise environment is that the building must provide a satisfactory degree of noise attenuation. Table 2, page 4 sets forth the maximum acceptable Interior noise levels for commonly occurring noises from exterior sources. If the structure can reduce the noise exposure to the indicated level, the use may be acceptable. (Note that the interior noise criteria are measured in terms of maximum noise levels of individual events and not average noise levels as represented by CNEL values. Since maximum exterior individual event noise levels are greater than the CNEL value at a given location, the required noise reduction of the structure thus will be greater than the difference between the interior noise level criterion and the CNEL value.)
5. In addition to the interior noise level criteria for individual exterior noises, the Interior Community Noise Equivalent Level attributable to exterior sources shall not exceed 45 dBA, with windows closed, in any habitable room of a residential dwelling.
6. In applying the interior noise level criteria listed in Table 2, engine run-up noise shall be considered as a source of commonly occurring exterior noise.
7. When a proposed project will involve a land use which is "marginally acceptable" or "normally unacceptable" within a noise environment in excess of 60 dBA CNEL, an acoustical analysis shall be required in order to show that the structure has been designed to limit intruding noise to the prescribed allowable levels. Such analysis shall be done in a manner indicated in the California Noise Insulation Standards (California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4, Section 28).
8. When applying the noise compatibility criteria to a given location, the basis for evaluation shall be the maximum Community Noise Equivalent Level to which the location is or is forecast to be exposed. For all four Fresno County public-use airports covered by this Policy Plan, the year-2000 contours shall be used. Year-2000 CNEL contours of 55 dBA above are depicted in the four Noise Impact Area maps included herein (Map Set A).
9. If a noise analysis, including noise monitoring, is conducted for a particular location and the results indicate that the maximum CNEL will be less than shown herein, the lower exposure level may be used for the land use evaluation at the discretion of the Airport Land Use Commission.

Table 1  
AIRPORT/LAND USE NOISE COMPATIBILITY CRITERIA

LAND USE CATEGORY	CNEL OR LDN, DBA 1/				
	50-55	55-60	60-65	65-70	70-75
<u>Residential</u>					
single-family detached and duplexes	+	0	-	--	--
multi-family and transient lodging	++	+	0	-	--
mobile homes	+	-	-	--	--
<u>Public</u>					
schools, libraries, hospitals, nursing homes	+	0	-	-	--
churches, auditoriums, concert halls	+	0	0	-	--
transportation, parking, cemeteries	++	++	++	+	0
<u>Commercial and Industrial</u>					
offices, retail trade	++	+	0	0	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	0	0
general manufacturing, utilities, extractive industry	++	++	++	+	+
<u>Agricultural and Recreational</u>					
cropland	++	++	++	++	+
livestock breeding	++	+	0	0	-
parks, playgrounds, zoos	++	+	+	0	-
golf courses, riding stables, water recreation	++	++	+	0	0
outdoor spectator sports	++	+	+	0	-
amphitheaters	+	0	-	--	--

1/ See Map Set A for location of contours for each airport.

#### LAND USE ACCEPTABILITY

#### INTERPRETATION/CONDITIONS

++ Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
0 Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Table 2

## INTERIOR NOISE LEVEL CRITERIA

Maximum Acceptable Interior Noise Levels for  
Commonly Occurring Individual Noise Events  
from Exterior Sources

Generalized Land Use (Occupancy)	Acceptable Noise Level (dBA)	Based for Criterion
<b>A. RESIDENTIAL-SINGLE-AND MULTI-FAMILY DWELLINGS</b>		
1. Living Areas		
a. Daytime	60	Conversation-5 ft.-normal voice
b. Nighttime	55	Conversation-10 ft.-normal voice
2. Sleeping areas	50	Sleeping
<b>B. EDUCATIONAL FACILITIES, ETC.</b>		
1. Concert Hall	25	Intrusion of noise may spoil artistic effect
2. Legitimate Theater	30	Intrusion of noise may spoil artistic effect
3. School Auditorium	35	Minimize Intrusion into artistic performance
4. School Classroom	55	Speech communication - 20 ft. - raised voice
5. School Laboratory	60	Speech communication - 50 ft. - normal voice
6. Church Sanctuaries	45	Speech communication - 50 ft. - raised voice
7. Library	55	Speech communication - 3 ft. - normal voice
<b>C. RECREATIONAL FACILITIES</b>		
1. Motion Picture Theater	45	Minimize Intrusion into artistic performance
2. Sports Arena	75	Conversation - 2 ft. - raised voice
3. Bowling Alley	75	Conversation - 2 ft. - raised voice
<b>D. COMMERCIAL, MISCELLANEOUS</b>		
1. Hotel, Motel Sleeping	50	Sleeping
2. Hospital Sleeping	50	Sleeping
3. Executive Offices, Conf. Rooms	55	Speech communication - 12 ft. - normal voice
4. Staff Offices	60	Speech communication - 6 ft. - normal voice
5. Sales, Secretarial	65	Satisfactory telephone use
6. Restaurants	65	Conversation - 4 ft. - normal voice
7. Markets, Retail Stores	65	Conversation - 4 ft. - normal voice
<b>E. LIGHT INDUSTRIAL</b>		
1. Office Areas	See D-3,4,5	See D-3, 4, 5
2. Laboratory	60	Speech communication - 6 ft. - normal voice
3. Machine Shop	75	Speech communication - 3 ft. - raised voice
4. Assembly, Construction	75	Speech communication - 2 ft. - raised voice
<b>F. HEAVY INDUSTRIAL</b>		
1. Office Areas	See	See D-3, 4, 5
2. Machine Shop	75	Speech communication - 3 ft. - raised voice
3. Assembly, Construction	75	Speech communication - 2 ft. - raised voice

Source: Adapted from Table 2 in "Noise Insulation Problems in Buildings",  
Paul S. Veneklasen & Associates, January 1973.

Note: These are maximum levels for individual events and are not measured in  
CNEL values.



## B. Airspace Protection

1. No structure, tree, or other object shall be permitted to exceed the height limits established in accordance with Part 77, Subpart C, of the Federal Aviation Regulations (FAR). This criterion applies unless, in the case of a proposed object or growing tree, one or more of the following apply:
  - a. The object would be substantially shielded by existing permanent structures or terrain in a manner such that it clearly would not affect the safety of air navigation;
  - b. The FAA has conducted an aeronautical study and either determined that the object would not result in a hazard to air navigation or made recommendations for the object's proper marking and lighting as an obstruction;
  - c. The object is otherwise exempted from the requirements of FAR Part 77;

Or, in the case of an existing object, it exceeds the prescribed height limits at the time the ordinance is adopted, in which case marking and lighting may still be required.

2. No object shall be permitted to be erected which because of height or other factors would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.
3. An object which would be located within a horizontal or conical zone as defined in FAR Part 77, Subpart C, and would be 35 feet or less in height above the ground (i.e., is within the height limits prescribed for most Fresno County land use zoning classifications) shall be considered conditionally acceptable even if it exceeds the prescribed FAR Part 77 height limit due to its geographical location. Marking and lighting may be conditions for acceptability.
4. The FAR Part 77 surfaces depicted herein (Map Set B) shall be used in conjunction with the above airspace policies to determine whether the height of an object is acceptable.

## C. Safety

1. Land uses or land use characteristics which may effect safe air navigation or which, because of their nature and proximity to an airport, may pose high risks to the land users shall be avoided in the vicinity of an airport.
2. The criteria which shall be used to evaluate whether a land use is acceptable with respect to its airport proximity are set forth in Table 3, page 6. The indicated safety zones shall be used in conjunction with the Review Area maps presented herein.

Table 3  
AIRPORT/LAND USE SAFETY COMPATIBILITY CRITERIA

LAND USE CHARACTERISTIC	SAFETY ZONES 1/			
	Clear Zones & Runway Zones	Inner Approach Zones 2/	Outer Approach Zones & Traffic Pattern Zone	Horizontal & Conical Zones
Residential Uses	-	(A,F)	(B,F)	+
Other Uses in Structures	-	(C,E,F)	(E,F)	+
Other Uses Not in Structures	(C,G)	(D)	+	+
Special Characteristics				
Distracting Lights or Glare	-	-	-	(G)
Sources of Smoke or Electronic Interference	-	-	-	(G)
Attractor of Birds	-	-	-	+

NOTES

- 1/ See Map Set C for location of zones at each airport.
- 2/ The inner approach zone extends to the point below where the approach surface intersects the horizontal surface.

INTERPRETATION

- + ACCEPTABLE: Use is acceptable with little or no risks.
- ( ) CONDITIONALLY ACCEPTABLE: Risks exist, but use is acceptable under conditions cited below.
- A Density no greater than 1 dwelling unit per 3 acres.
  - B Density no greater than 4 dwelling units per acre.
  - C No uses attracting more than 10 persons per acre.
  - D No uses attracting more than 25 persons per acre.
  - E No schools, hospitals, nursing homes, or similar uses.
  - F At least 20% of area open (having a size and shape such that a small aircraft could conceivably make an emergency landing without damage to buildings or serious injury to aircraft occupants).
  - G Characteristic cannot reasonably be avoided or located outside the indicated safety zone.

UNACCEPTABLE: Use is unacceptable due to associated high risks.

3. Land uses which attract concentrations of birds are a special concern in Fresno County because of the agricultural uses near may of the airports. In applying the Safety Compatibility Criteria to agricultural areas, attention should be given to whether a particular type of agricultural use commonly attracts birds.

#### D. General Nuisance

##### 1. Avigation Easement

- a. Except when overriding circumstances exist, a condition for approval of any residential subdivision or zoning change within an airport's Primary Review Area, as subsequently defined herein, shall be the dedication of an avigation easement to the airport owner or the local jurisdiction in which the proposed subdivision is located (city, if area is incorporated; Fresno County, if area is unincorporated). The avigation easement shall contain the following property rights:

- 1) Right-of-flight at any altitude above acquired easement surfaces.
- 2) Right to cause noise, vibrations, fumes, dust, and fuel particle emissions.
- 3) Right-of-entry to remove, mark, or light any structures or growths above easement surfaces.
- 4) Right to prohibit creation of electrical interference, unusual light sources, and other hazards to aircraft flight.

The easement surfaces acquired shall be based on Part 77 of the Federal Aviation Regulations except that no easement surface less than 35 feet above ground shall be acquired.

- b. As a further condition for approval of a residential subdivision or zoning change within an airport's Primary Review Area, the local jurisdiction shall, except where overriding circumstances exist, require the property owners to agree to the following:
  - 1) That it is understood by the owners and owners' successors in interest that the real property in question lies close to an operating airport and that the operation of the airport and the landing and take-off of aircraft may generate high noise levels.
  - 2) That the owners shall not initiate or support any action in any court or before any governmental agency if the purpose of the action is to interfere with, restrict, or reduce the operation of the airport or the use of an airport by any aircraft.

- 3) That the owners shall not protest or object to the operation of the airport or the landing or take-off of aircraft before any court or agency of government.

c. The above easement and agreement shall run with the land and shall be binding upon the owners and subsequent owners of the property.

## 2. Buyer Notification

The Commission encourages local governments to establish a "buyer notification statement" as a requirement for the transfer of title of any property located within an airport's Primary Review Area. This statement should indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport's current and projected activity, and the likelihood of aircraft overflights of the affected property.

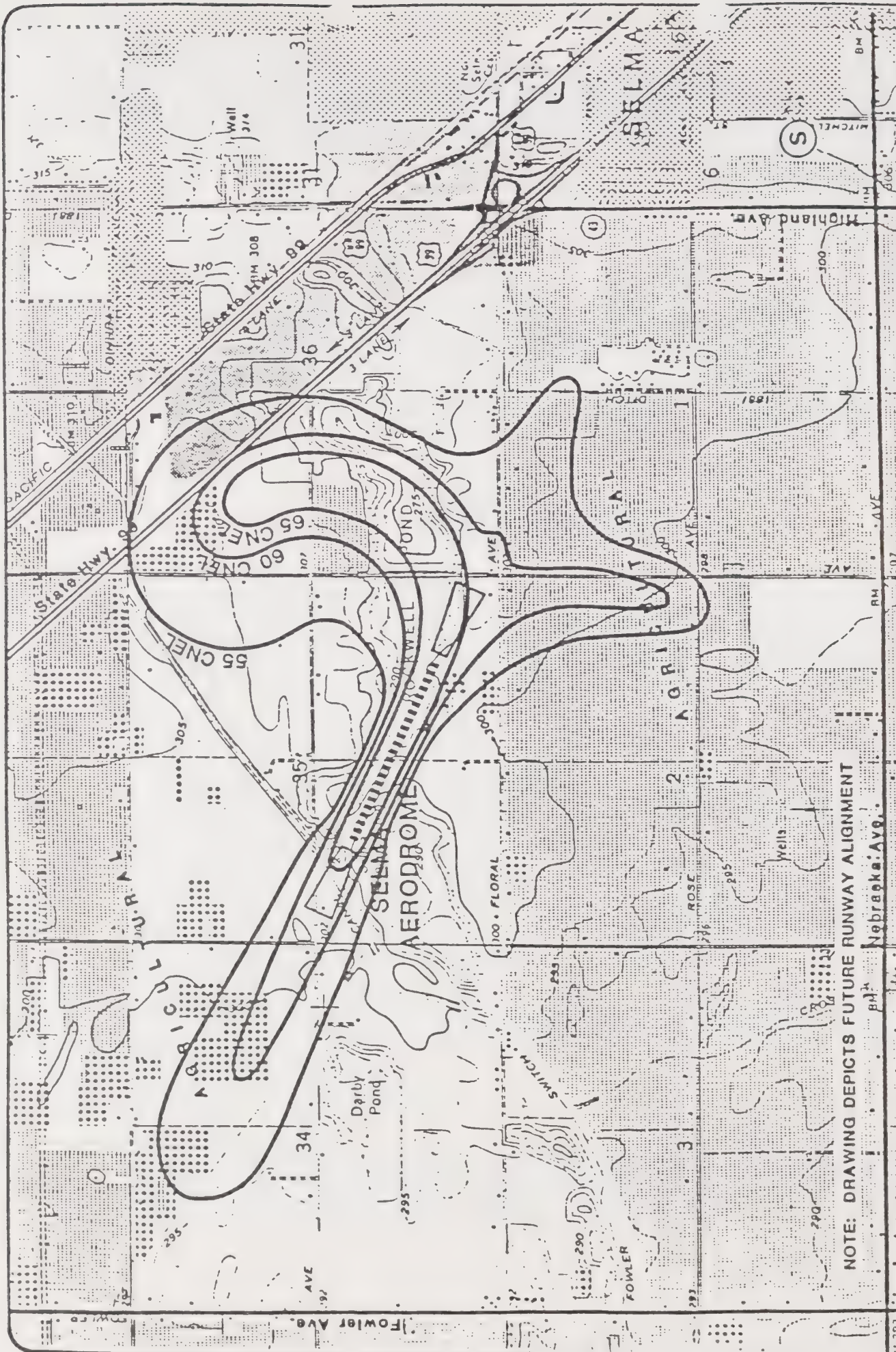
### Policy Regarding Scope of Commission Review

- A. For the purposes of referral to the Airport Land Use Commission, a "proposed project" is defined as the adoption of and the amendment to general and specific plans, zoning ordinances, building regulations, and airport master plans. Projects shall be referred to the Commission prior to an action taken by local advisory and governing bodies.
- B. Evaluation of projects shall primarily be based on the land use compatibility policies set forth above. Where an overlap occurs among noise, airspace protection, safety, and general nuisance zones, all policies applicable to the particular location shall be considered.
- C. All proposed projects involving land lying within the geographic boundaries of the Primary Review Area for the Firebaugh Municipal, Mendota Municipal, Reedley Municipal, or Selma Aerodrome airports shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to their consistency with this plan.
- D. Within the Secondary Review Area of an airport, only those projects involving a structure or other object the height of which would exceed that permitted under the adopted land use zoning need be referred to the Commission for review.
- E. The Review Area boundaries for each airport are as depicted in Map Set C.
- F. The Commission may, at its own discretion, request information and review any project occurring within an airport's Secondary Referral Area for factors other than excessive height. Such projects, however, need not be routinely submitted to the Commission for review.



- G. A copy of any Notice of Construction or Alteration submitted to the Federal Aviation Administration in accordance with FAR Part 77, Subpart B, shall concurrently be submitted to the Airport Land Use Commission for review regardless of where in the County the object involved is proposed to be located.

RAK:as  
0064C  
3/4/83



COMMERCIAL/INDUSTRIAL

RESIDENTIAL

SCHOOL

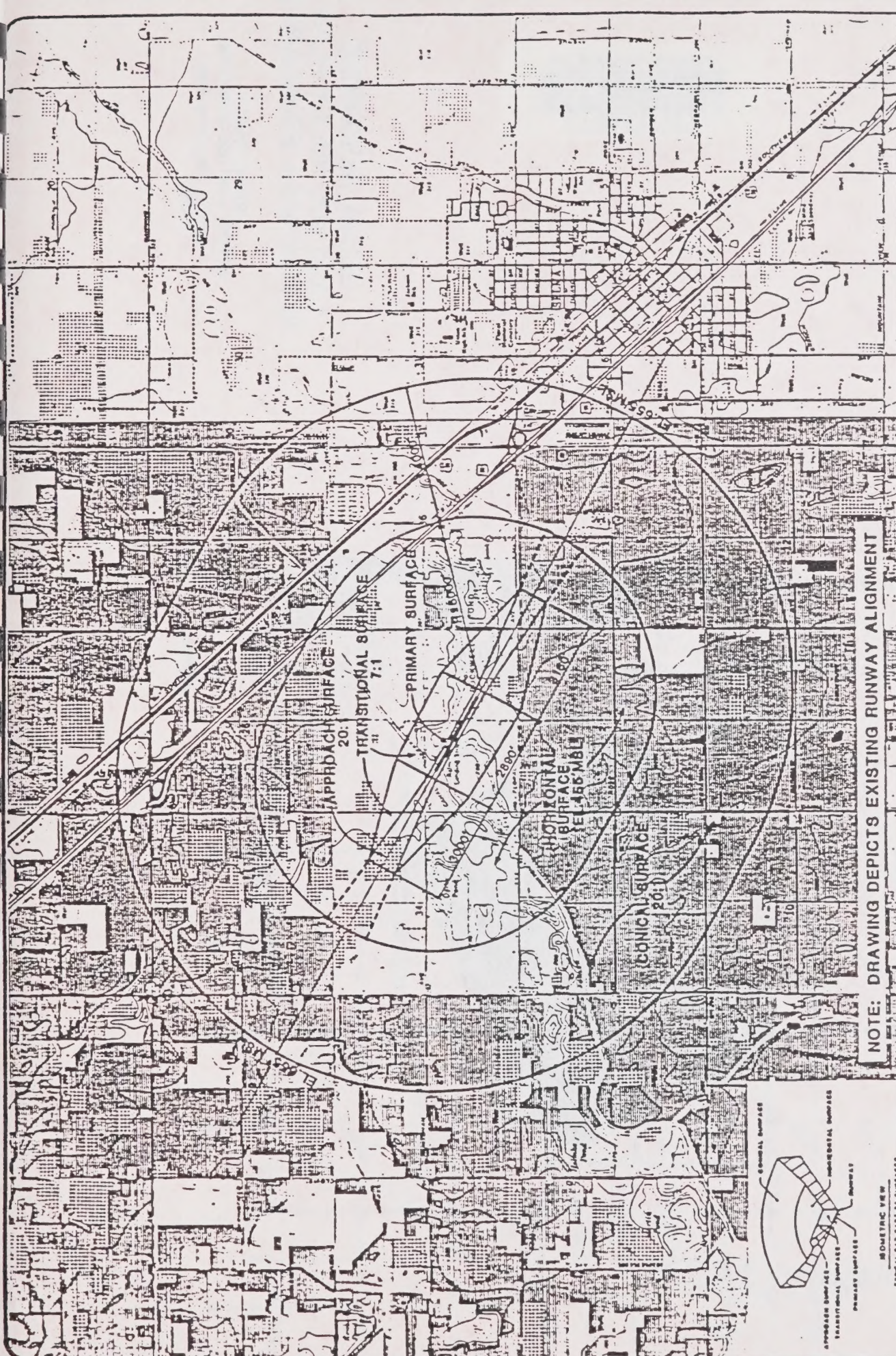


Source:  
Contour locations  
calculated by  
Parry Co. (1980a)

SELMA AERODROME

NOISE IMPACT (YEAR 2000)

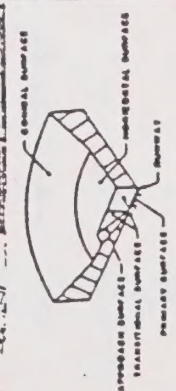
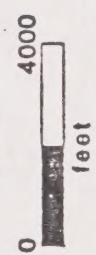




# SELMA AERODROME

## FAR PART 77 AIRSPACE PLAN

NOTE: DRAWING DEPICTS EXISTING RUNWAY ALIGNMENT



ISOMETRIC VIEW  
TYPICAL FAR PART 77 SURFACES

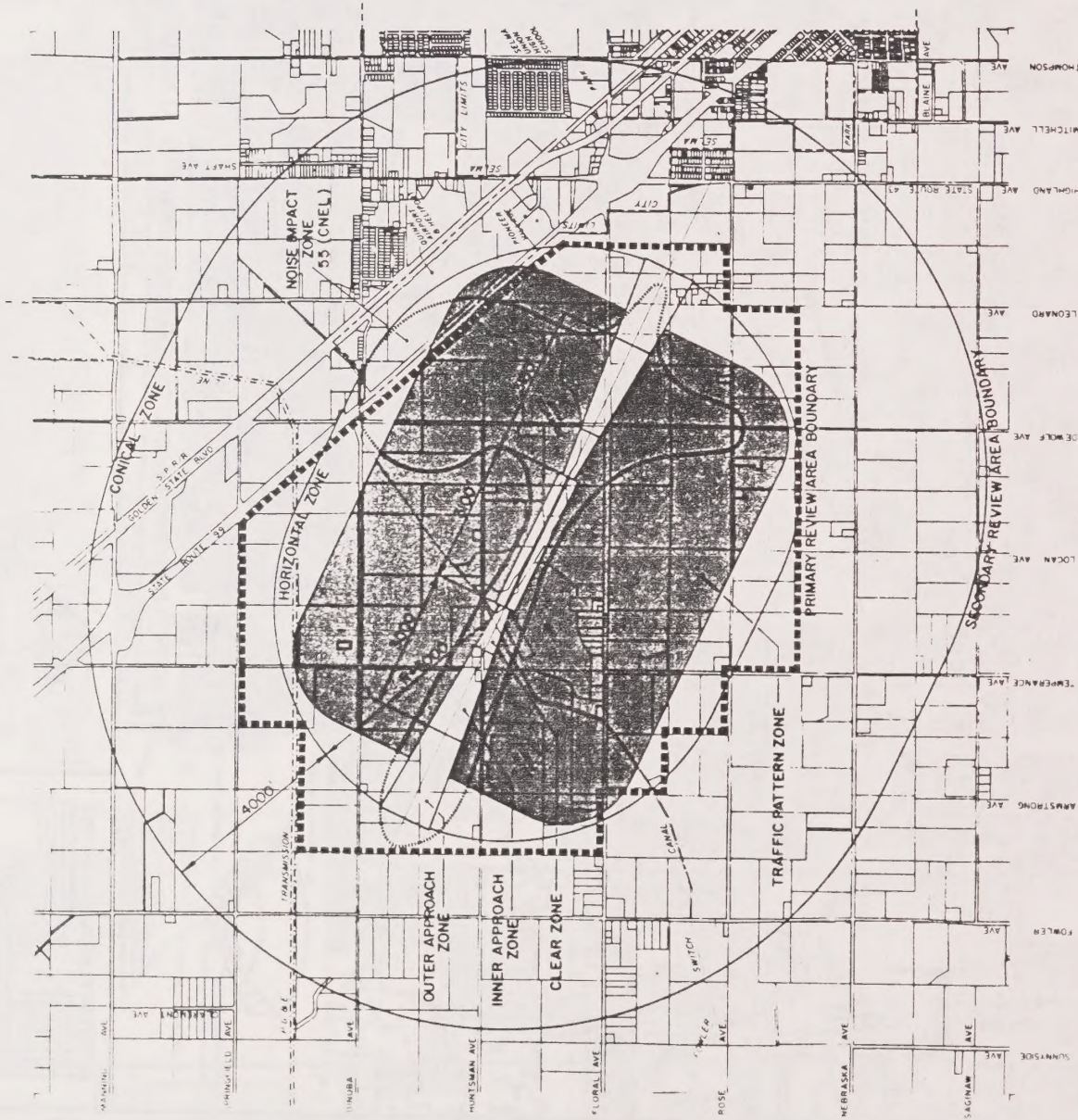
AVIATION PLANNING SERVICES





# SELMA AERODROME LAND USE POLICY PLAN REVIEW AREA BOUNDARIES

FRESNO COUNTY  
AIRPORT LAND USE COMMISSION  
ADOPTED: JANUARY 10, 1983  
REVISED:





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